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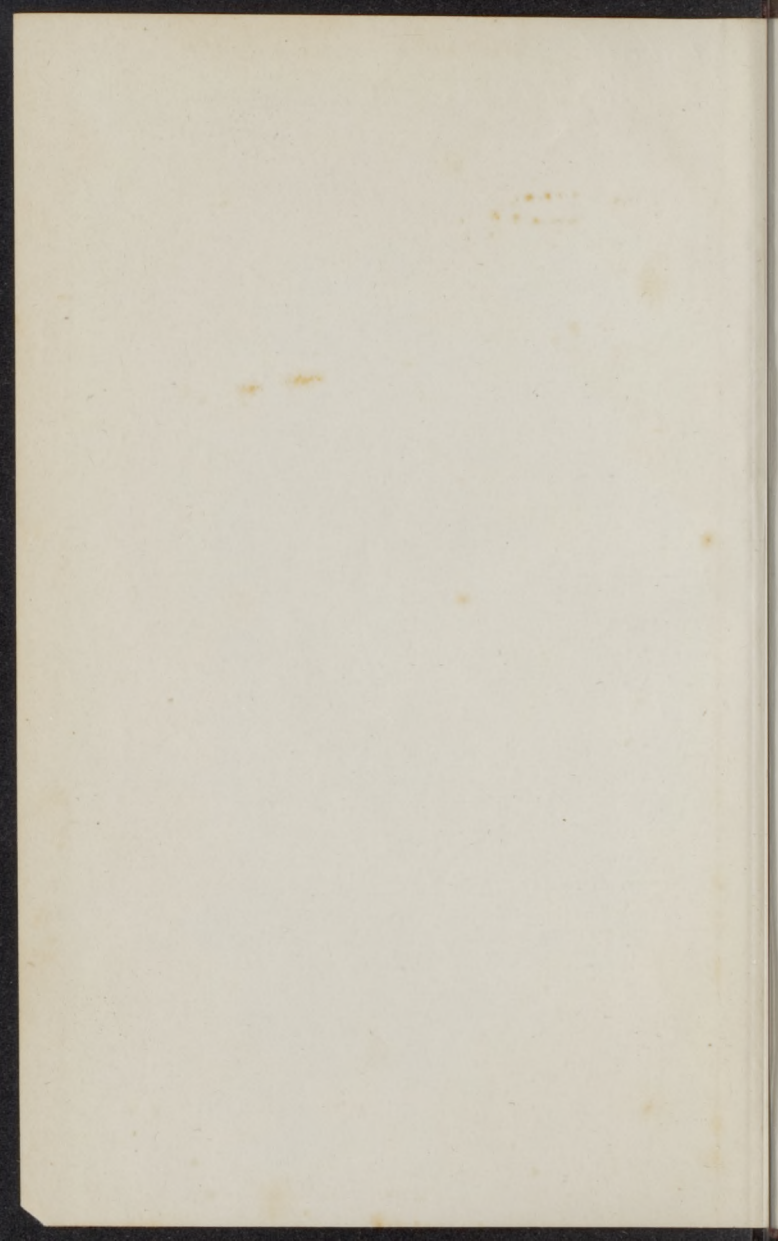
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THE GLORIOUS BATTLE OF THE SAINTS

D. H. Johnston painted the scene on April 20, 1782. Rodney captured Jamaica and secured to England her West Indian Colonies.

359 NZ
THE POCKET GUIDE TO
THE WEST INDIES

BRITISH GUIANA BRITISH HONDURAS
BERMUDA THE SPANISH MAIN SURINAM
AND THE PANAMA CANAL

210

BY
SIR ALGERNON ASPINALL, C.M.G., C.B.E.

AUTHOR OF
"WEST INDIAN TALES OF OLD," "A WAYFARER
IN THE WEST INDIES," "THE HANDBOOK OF THE
BRITISH WEST INDIES BRITISH GUIANA AND BRITISH
HONDURAS"

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KONINKLIJK INSTITUUT VOOR
TAAL-, LAND- EN VOLKENKUNDE
VAN GALENSTRAAT 14
's-GRAVENHAGE

3/8-60

LONDON:
SIFTON, PRAED & CO., LTD.

1931



THE GLORIOUS BATTLE OF THE SAINTS

By his victory over de Grasse on April 12, 1782, Rodney saved Jamaica and secured to England her West Indian Colonies.

359 NI
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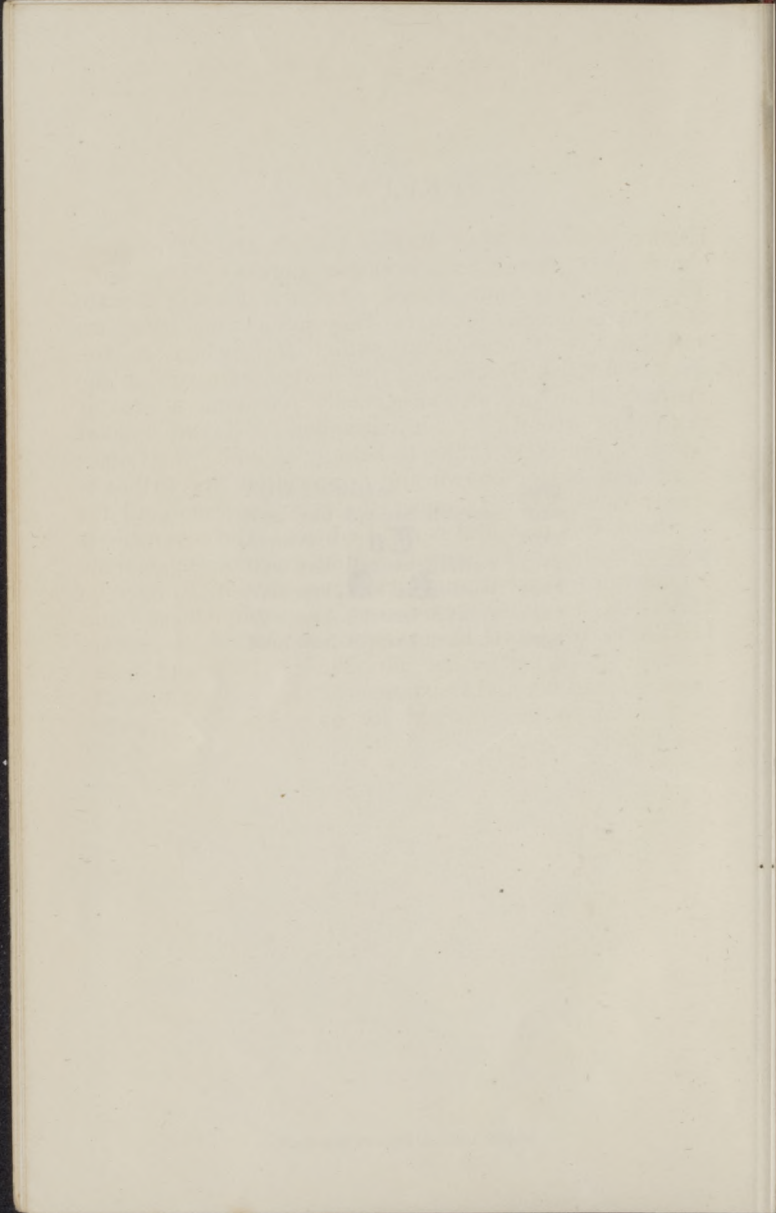
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To
K. A.



PREFACE

EVERY year the West Indian Islands attract to their sun-flooded shores an increasing number of visitors. The reason is not far to seek. In their equable climate and their glorious scenery they offer amenities unsurpassed by those of any other archipelago in the world. British Guiana and the storied countries on the Spanish Main are also deservedly receiving a greater degree of attention from travellers. If the Pocket Guide to the West Indies is helping to make the Caribbean area better known and appreciated, its author is amply rewarded. To meet the persistent demand for the book this new and revised edition—the seventh—is now published. The author would welcome suggestions for its improvement and development, which may be addressed to him “care of” his publishers, and he desires to record his gratitude to Mr. A. J. Sifton, Captain J. O. Cutteridge, Mr. Philip Olley and other friends for advice and assistance they have given him, and to Captain Gilfred Knight for having again prepared the Index.

A. A.

PREFACE

Every year the West India Journal returns to the
and I shall have an increasing number of volumes
the year is not in itself. In this special volume
and their names suggest that our country has
succeeded in some of our other attempts to do
well. It is a pleasure to see the results of the
efforts of our countrymen in the West Indies
and the West India Journal is not only the
most valuable source of information and
interest in the West Indies and the
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THE POCKET GUIDE TO THE WEST INDIES

CHAPTER I

GENERAL INFORMATION

The West Indies : Position and Names : Geological
Features : Climate : Health : Population : Religion :
Language : Freemasonry : Books : Expenses : Money :
Banks : Food and Beverages : Meals.

THE WEST INDIES consist of a chain of islands varying in size from 44,178 square miles, the area of Cuba, to small islets of only a few acres in extent, which stretch in a curve from Florida to the northern coast of South America. Beginning at the north-west with the Bahamas, they end at the south-east with Trinidad, off the coast of Venezuela. They owe their name to the fact that when Columbus first sighted them he believed that he had reached India by a western route, as he had for long hoped to do. The name Antilles, which is also given to them, is said to be derived from Antilla, or Antiglia, a mythical land which was believed to exist in the west, and is placed on ancient charts about two hundred leagues to the westward of the Azores. Jamaica, Cuba, Haiti, and Porto Rico form the Greater Antilles, and the semicircle of smaller islands to the east the Lesser Antilles. The Spaniards used to call the Lesser Antilles, which are exposed to the prevailing north-easterly winds, the Windward Islands (*Islas de barlovento*), and the Greater Antilles, the

Leeward Islands (*Islas de sotavento*), from their more sheltered position. This classification is used no longer, the terms Windward and Leeward being now applied to two entirely different groups of British islands.

Cuba, an independent republic, which has as a dependency the Isle of Pines, is by far the largest of the West Indian islands. Next to it in size is Haiti, the old Espagnola or Hispaniola, comprising Haiti at the western end and Santo Domingo, both republics.

The British islands are divided into six groups: (1) The Bahamas; (2) Barbados; (3) Jamaica, with Turks and Caicos Islands, and the Cayman Islands; (4) Trinidad and Tobago; (5) the Windward Islands, including Grenada, St. Lucia, St. Vincent, and the Grenadines; and (6) the Leeward Islands, comprising Antigua, with Barbuda and Redonda; St. Kitts, Nevis, and Anguilla; Montserrat, Dominica, and the Virgin Islands.

The other islands of importance are: Porto Rico and St. Thomas, Santa Cruz or St. Croix, and St. John, which with some of the neighbouring islets and cays form the Virgin Islands of the United States (American); Guadeloupe (with its dependencies the Saintes, Marie Galante, Desirade or Deseada, and St. Bartholomew), and Martinique (French); Curaçao and its dependencies (Dutch), and St. Martin (owned jointly by the Dutch and French).

British Guiana and its Dutch neighbour, Surinam, on the north coast of South America, British Honduras in Central America and the principal ports on the Spanish Main have much in common with the West Indian islands, and are also dealt with in this Guide.

GEOLOGICAL FEATURES. The West Indian islands are partly volcanic and partly of coral formation. Many of the almost land-locked harbours are obviously the craters of extinct volcanoes, and present also other signs of volcanic action.

The islands are the peaks of a submerged range of mighty mountains, known to geologists as the Caribbean Andes, which at the beginning of the Tertiary Period

formed a connecting link between North and South America. This has been proved by the discovery in Georgia and Carolina of the fossilised remains of animals which still exist in South America, by the similarity of the tribal habits and customs of the Indians of Guiana to those of the North American Indians, and by traces found in Guadeloupe of the Megatherium, a prehistoric animal which could never have existed within the narrow limits of a comparatively small island. At this period the position of the present Isthmus of Panama was probably occupied by a group of islands, of which one at least—now represented by Ancon Hill, overlooking Panama City—was of volcanic origin. It is believed that when the Isthmus of Panama was formed the land was much higher than it is to-day, borings made by the Canal engineers having shown the existence of old channels of the Rio Grande and Chagres a few hundred feet below the sea level.

The subsidence which brought about the present physiographic condition of the Antilles was probably a gradual one. That the first result was the formation of a large island occupying the site of Cuba, Jamaica, Haiti, and Porto Rico has been demonstrated by soundings, and by the distribution of flora and fauna, the bird known in Jamaica as the "Green Tody," for example, being found in all four islands but not elsewhere.

There are petroleum and manjak deposits in Barbados and Trinidad, which has also a source of wealth in its famous asphalt or Pitch Lake. Gold, diamonds, and bauxite are found in British Guiana. Many of the islands have mineral springs, and sulphur deposits abound.

CLIMATE. The climate of the West Indies, taking them as a whole, is quite healthy for Europeans throughout the year, and in many parts it is specially salubrious during the winter months. Climatic conditions vary according to locality, those places farther from the Equator and those more exposed to the north-east trade-winds being naturally better off than others less favourably situated.

The trade-winds lie mainly between latitudes 10° and 28° N. over the western half of the Atlantic Ocean. Over the eastern half they are farther north, and the southern and northern limits touch the coast at latitudes 15° and 37° respectively. The rainy season sets in as a rule about June, and lasts until the end of the year, with a break in about August or September, or later in British Guiana; but the days when the sun does not shine at all are very rare, and it is almost always possible to predict when the rain is coming. The nights are transcendently beautiful, the moon and stars shining with a brilliancy unknown at home. It must, however, be admitted that the Southern Cross, which does not rise high above the horizon in these latitudes, generally fails to come up to the expectations of travellers who have heard of its glories in the South, Orion being justly regarded as far more magnificent. That constellation figures on the badge of the West Indies Cricket XI, which the compiler of the Pocket Guide was privileged to design.

With the exception of Trinidad, Tobago, and Grenada, the islands are subject to occasional hurricanes in August, September, and October; but, fortunately, such disturbances do not come without a warning fall in the barometer, and due notice of their probable approach is signalled from stations of the United States Weather Bureau, situated in the larger islands and also in Belize, British Honduras, the ominous signal being two red flags with a black centre hoisted one above the other and at night two red lights with a white light between. There is an old negro adage concerning hurricanes which runs:

June, too soon.
July, stand by!
August, come it must.
September, remember!
October, all over.

Hurricanes of such violence as to cause serious damage to buildings or loss of life are, happily, not frequent in any given place. Volcanic eruptions have been

confined in modern times to Mont Pelé in Martinique and the Soufrière in St. Vincent, both of which had been quiescent for very many years prior to an outburst in 1902, and are now sleeping again ; and seismic movements are generally so slight as to be scarcely noticeable. During January, February, and March, the north-east trade-winds blow with great regularity, rendering those months particularly pleasant.

HEALTH. There are well-qualified physicians in each of the West Indian islands, and in British Guiana, and British Honduras, and efficient Government medical services. Indeed, throughout the West Indies there is no lack of medical men ; but tourists who adopt the usual precautions as to diet and mode of living should not require to have recourse to their ministrations. It used to be said that the best way to ensure good health was to keep the pores of the skin open and the mouth shut ! Owing to the moisture in the air and the prevalence of the trade-winds for the greater part of the year, the heat of the sun is felt far less than it is at the same temperature in New York or London, and sun-stroke is practically unknown in the West Indies. Nevertheless, visitors should on no account expose themselves to the direct rays of the noonday sun. Exercise in moderation is desirable. A thorough wetting by the rain should be guarded against, and chills at sundown should be avoided. Malaria of a mild form is met with to a small extent in most of the islands ; but new-comers are not as a rule susceptible to it until they have resided for at least ten or twelve months in the West Indies.

It has been proved that the mosquito is the chief source of infection in various tropical fevers, the *anopheles* being the carrier of malaria, and the *stegomyia* that of yellow fever. It is important, therefore, that every traveller should take precautions against being bitten by these insects and should invariably sleep under a net in places where mosquitoes exist. Rigid anti-mosquito regulations are now enforced in all the islands of consequence and in British Guiana, British Honduras,

and the Panama Canal Zone, with the result that mosquitoes are far less plentiful than they used to be. The West Indies are remarkably free from infectious diseases common in temperate climes, and also from those ailments which are commonly associated in the mind and body with an English winter. In recent years the sanitary arrangements have undergone great improvement.

POPULATION. The population of the West Indies, taking them as a whole, is very cosmopolitan, including as it does Negroes, East Indians, Chinese, Corsicans, and Portuguese; beside the English, Spanish, French, Dutch, and Danish colonists and their descendants, and latterly, too, Americans. The larger islands—Cuba, Jamaica, Haiti, and Porto Rico—appear to have been inhabited at the time of their discovery by a gentle and timid race, the Arouagues or Arawaks, while the smaller islands were peopled by the Charaibes or Caribs, who arrived from unknown parts in fleets of canoes. The Arawaks were soon exterminated; but the Caribs were for very many years a source of trouble. There are still families of pure-blooded Caribs in Dominica and a few also in St. Vincent, where nearly all the remaining people of this race in the island lost their lives during the eruption of the Soufrière in 1902. The survivors have long since lost their warlike propensities, and are now desirable members of the communities of which they form part. In British Guiana there are still many aboriginal Indians, including Arawaks, Macusis, Arecunas, and Ackawois.

Soon after the European occupation of the islands the want of labour began to be felt severely, and the system of slavery which had been inaugurated by the Portuguese as early as 1481 was adopted by Spain for the West Indies, the first slaves being imported by the Spaniards to work in the mines of Hispaniola before the year 1503. The monopoly of the slave trade was given by Charles V in 1517 to a Flemish courtier, from whom it passed to Genoese merchants, and then to the Portuguese.

Sir John Hawkins began slave trading in 1562, and Sir Francis Drake followed in 1568. At the end of the sixteenth century the Dutch took up the trade, and in 1662 and 1672 English "African Companies" were formed to conduct the traffic. In 1688 the African slave trade was thrown open to all British subjects, and at the end of the seventeenth century 25,000 negroes were imported annually in British ships into the British colonies. In 1713 the English obtained the famous Assiento or contract to supply Spanish America with slaves. The South Sea Company which secured the contract was pledged to pay duty for every slave it imported into the Spanish West Indies and it was arranged that the King of Spain should receive one fourth of the net profits. The monopoly did not pay, however, and a claim for £68,000 preferred against the English Company by the King of Spain in 1739 led to war, and though, by the Treaty of Aix-la-Chapelle in 1748, the agreement was renewed for four years, it was finally annulled in 1750 on the payment by Spain of £100,000 as compensation.

The agitation against the slave trade began in earnest towards the latter part of the eighteenth century, the first motion against it being made in the British Parliament in 1776. The Society for the Suppression of the Slave Trade was founded in 1787, and in the succeeding years an active campaign was carried on by Wilberforce, Clarkson, and others, with the result that in 1807, at the instance of Lord Grenville, an Act was passed for the abolition of the trade. Slavery still continued; but in 1834 this too was abolished. By the famous Act which received the Royal assent on August 28th, 1833, it was decided that all the slaves in the British colonies were to become free on August 1st, 1834, but were to be apprenticed to their former owners until 1838, and in the case of agricultural labourers until 1840, while £20,000,000 was voted as compensation to the slave owners at the Cape, in Mauritius, and in the West Indies, the proportion allotted to the latter colonies being £16,640,000, a figure which fell short of the value

of the slaves as appraised by the Commissioners by £26,460,000. The capital invested in land, cultivation, buildings, and machinery upon the estates on which slaves were located could not have been less than £80,000,000. Antigua and Bermuda dispensed with the apprenticeship system altogether, and it was in no case continued after 1838. Slavery was abolished in the French colonies in 1848, in the Dutch West Indies in 1863, in Porto Rico in 1873, and in St. Thomas in 1876. The slaves were gradually emancipated in Cuba by an Act of the Spanish Senate of December 24th, 1879, which took effect on February 18th, 1880, and the total abolition of slavery in that island was brought about by a decree dated October 6th, 1886.

After the total abolition of slavery in the British colonies, the shortage of labour became acute, and efforts were made to supply the deficiency with free labourers from Havana, St. Helena, Rio, and Sierra Leone, but they were not satisfactory. In 1838, East Indian immigration, which had begun in the preceding year, was prohibited. But the ban was removed in 1845, when the introduction of East Indians into British Guiana and Trinidad under indenture was begun. It continued annually thereafter—except in 1849-50—under the control of the Colonial and Indian Governments until 1917, when it was terminated by the Indian Government. Similar immigration into Jamaica began in 1845, and to St. Lucia in 1859; but the introduction of East Indians into those two islands was of intermittent nature.

In 1853, Chinese were introduced into British Guiana and Trinidad, and in 1854 some also arrived in Jamaica. In 1867 such immigration was discontinued, owing to the Chinese Government insisting upon a return passage being conceded. Another shipload, however, reached British Guiana in 1874. Many Chinese remain in the colony, where they are closely connected with the retail trade.

The brief histories of the various colonies which are given on subsequent pages will sufficiently indicate the origin of the white population. In the days of slavery

each slave owner was compelled to employ a certain number of white servants to serve in the militia, and these men helped to swell it, while Oliver Cromwell sent out many Irish prisoners, notably to Nevis and Montserrat; and Barbados received an influx of Royalists during the Commonwealth. Many English gentlemen, Royalist officers and divines, were sent out to the island and sold as slaves, and it is on record that a number changed hands at a price of 1,500 lb. of sugar per man! Later some hundreds of the followers of Monmouth, tried at the Bloody Assize, were sent to Barbados by Judge Jeffries in 1685, after the Battle of Sedgemoor. Their descendants, known as "mean whites" and "red legs," are still found there.

At the close of the American Revolution many loyalists emigrated from America to the West Indies with their slaves. Jamaica and the Bahamas were particularly favoured, and it is estimated that the latter islands gained from 6,000 to 7,000 new inhabitants between June, 1783, and April, 1785, from this source. In the nineteenth century many Portuguese from Madeira and elsewhere settled in the islands, and it is recorded that in 1840 Mr. King imported twenty-nine Germans into St. Lucia. Syrians are also found in Jamaica and several other islands. They go out at their own expense and become pedlars, many of them amassing considerable sums of money. In Cuba the white population consists mainly of descendants of old Spanish families and immigrants from Spain who still flock to the islands. There is also a considerable American population, while in Porto Rico Americans have settled in great numbers in recent years.

A word may be added about the term "creole," which is often believed by those who have not visited the West Indies to apply to people of coloured descent. This is not correct. A creole is anyone actually born in the West Indies. Thus, a child born of white parents in those islands is a creole. The term is even applied to animals and produce, and it is not unusual to hear a creole cow, a creole dog, or creole corn spoken of,

RELIGION. To whatever sect they may belong, visitors will find their religious wants fully provided for. In most of the islands, and countries on the Main, which were formerly under Spanish domination, the Roman Catholic religion prevails. The British colonies on the other hand, with the exception of those taken from France or Spain, are mainly Protestant. Jamaica, British Guiana, Barbados, and the Windward Islands and the Leeward Islands are dioceses of the Church of England. In Jamaica the Church of England was established in 1662, but in 1870 a law was passed providing for its gradual disendowment, and it is now practically self-supporting. The Baptists and Wesleyans are the next sects in importance in order of the size of their congregations. Presbyterians and Moravians have a large following, and there are also Roman Catholics and Jews in the island.

In Barbados the majority of the inhabitants belong to the Church of England, which is endowed from the general revenue. The island is the see of a bishop, in which are included the Windward Islands. Small Government grants are given to the Wesleyans and Moravians, and also to the Roman Catholics, who are, however, few in number. The Leeward Islands also form the see of a bishop of the Church of England, whose principal followers are in Antigua and St. Kitts, while in Montserrat the inhabitants are largely Anglicans and Wesleyans. In Dominica the inhabitants are principally Roman Catholics, whose bishop resides at Roseau in that island. The inhabitants of the Virgin Islands are mainly Wesleyans. In St. Lucia the Roman Catholics largely predominate, and their church is supported out of the general revenue of the colony. In St. Vincent, where the Church of England was disendowed in 1889, one half of the population are members of the Church of England and one third are Wesleyans, while in Grenada one half are Roman Catholics and one third members of the now disestablished Church of England. In Trinidad the Roman Catholics are by far the most numerous sect. The Archbishop of Port of Spain resides in that island.

The hours of holy worship differ in no way from those adopted at home. The churches are well ventilated, and compare favourably in this respect with many in European cities.

LANGUAGE. It may seem superfluous to add a paragraph regarding language, but the writer has been prompted to do so by the many enquiries he has received from intending visitors to the West Indies, who seem to think that the islands are peopled by savages speaking unknown tongues. In actual fact the inhabitants are mostly English-speaking. The mode of speech attributed to them in books—"massa" for "Master," and so forth—does not adequately describe their style, which owes its piquancy to a drawling and sing-song method of delivery, accentuated to a marked degree in Barbados, where even many of the whites are infected with it. In the islands which were formerly in the possession of France, such as Dominica and St. Lucia, the negroes speak a rather bewildering French patois. A peculiarity in Montserrat is the Irish brogue acquired by the negroes from the Irish sent to the island by Oliver Cromwell. In the little island of Saba there is a somewhat similar peculiarity of speech, the inhabitants speaking with a distinct West Country accent. A patois of English, Spanish, French and Dutch called "papiamento" is spoken in Curaçao, while "taki-taki," a curious negro-English is the native "taal" in Surinam. In Trinidad, French and Spanish are much spoken by the wealthier classes, and a knowledge of those languages enhances the pleasure of a visit to Cuba, Porto Rico, and the Spanish Main.

FREEMASONRY. Freemasonry is largely practised in the British West Indies, and lodges exist in all the large islands and most of the smaller. In **Barbados** there is a District Grand Lodge, which has jurisdiction over six Craft Lodges. Mark Masonry is also represented by a District Grand Lodge, controlling three Mark Lodges. The Scotia Lodge has a Royal Arch Chapter attached to it, and there is a Rose Croix Chapter. Scottish Masonry is strongly represented in

Trinidad, there being no fewer than four Craft Lodges, under the jurisdiction of the Grand Lodge of Scotland, four Royal Arch Chapters, one Rose Croix Chapter, one Consistory, and one Preceptory of Knights Templar, with a Priory of the Knights of Malta. English Masonry was dormant in **St. Lucia** until 1899, when a lodge under the Grand Lodge of England was formed. **Grenada** has the Lodge St. George, No. 3072 on the register of the Grand Lodge of England. **Jamaica** possesses, under the English constitution, a District Grand Lodge, with eleven Craft Lodges under its jurisdiction. There is also one Craft Lodge in direct communication with the Grand Lodge of England.

English Royal Arch Masonry is also represented by a District Grand Chapter and four Chapters attached to Craft Lodges. One Preceptory of Knights Templar and two Rose Croix Chapters also represent the higher degrees of English Masonry. A Provincial Grand Mark Masons' Lodge governs four Mark Masons' Lodges. In Scottish Masonry there is a District Grand Lodge, five Craft Lodges, one Royal Arch Chapter, and five Mark Lodges. **British Guiana** possesses a District Grand Lodge under the English constitution, with five Craft Lodges, one Royal Arch Chapter, a Rose Croix Chapter, and a Preceptory of the Knights Templar, with a Priory of the Knights of Malta attached. There is also one Craft Lodge under the Scotch constitution. **Antigua** has two Craft Lodges under the Grand Lodge of England, one Mark Masons' Lodge, a Rose Croix Chapter, and a Royal Arch Chapter. In **St. Kitts** there is a Craft Lodge working under the Scotch constitution. There are also lodges in **St. Thomas** (356), **Curaçao** (653), **Turks Islands** (647), and at Nassau in the **Bahamas** (443). It will thus be seen that Freemasonry is strongly represented in the West Indies. Much of this Masonic spirit may be traced to the military occupation of those islands, while the register numbers of three lodges in Jamaica, 207, 239, and 354, two in Demerara, 247 and 385, and one in Barbados, 196, under the English constitution, show their antiquity. Masonic visitors are, of course,

welcomed at these lodges in true Masonic spirit. In 1926 the Caribbean Lodge, No. 4826 E.R. was consecrated for West Indian resident in London and the West Indies.

BOOKS ON THE WEST INDIES. A knowledge even though slight, of the history and traditions of the places visited adds immensely to the pleasures of travel. The more a tour is studied beforehand, the more fascinating and enjoyable it becomes. Many books have been written about the West Indies; but most of the older works are now out of print. They can, however, be seen in the libraries of the West India Committee, and the Royal Empire Society, or the British Museum. The following list includes the volumes which should prove most interesting to those contemplating a visit to the West Indies.

GENERAL

"Nouveau Voyage aux Îles de l'Amérique." ¹ By Père Labat, 1722.

"The History, Civil and Commercial, of the British Colonies in the West Indies." ¹ By Bryan Edwards, 1793.

"Chronological History of the West Indies." ¹ 3 vols. By Capt. Thomas Southey, 1827.

"A History of the Life and Voyages of Christopher Columbus." ¹ By Washington Irving. London: Cassell and Company, Ltd., 1828.

"The West Indies and the Spanish Main." ¹ By Anthony Trollope. London: Chapman and Hall, 1859.

"The Cruise of H.M.S. *Bacchante*, 1879-1882." ¹ By Prince Albert Victor and Prince George of Wales. London: Macmillan and Co., 1886.

"The English in the West Indies, or the Bow of Ulysses." ¹ By J. A. Froude. London: Longmans, Green and Co., 1888.

"History of the Buccaneers of America." By J. Esquemeling, 1684. London: Sonnenschein, 1893.

"A Historical Geography of the British Colonies. Vol. II. The West Indies." By C. P. Lucas. Oxford: Clarendon Press, 1890 (second edition, revised by C. Atchley, I.S.O., 1905).

"The Cradle of the Deep." By Sir Frederick Treves, G.C.V.O. London: Smith, Elder, 1908.

"West Indian Tales of Old." By Algernon Aspinall. London: Duckworth and Co., 1912.

"Islands." By Sir Arthur E. Shipley, G.B.E., F.R.S. London: Martin Hopkinson and Co., 1924.

¹ Out of print, but can be seen at various libraries.

"Monumental Inscriptions of the British West Indies, comprising especially those of the Leeward Islands." By Vere Langford Oliver, F.S.A. Dorchester: The Friary Press, 1927.

"A Wayfarer in the West Indies." By Algernon Aspinall, C.M.G., C.B.E. London: Methuen and Co., Ltd., 1928. (New edition 1930.)

"The Handbook of the British West Indies, British Guiana and British Honduras." By Algernon Aspinall, C.M.G., C.B.E. London: The West India Committee, 1929.

"The Colonial Office List." London: Waterlow and Son, Ltd. (Annual.)

BERMUDA

"The Historye of the Bermudaes or Summer Islands." ¹ Hakluyt Series, 1882.

"All About Bermuda." By John J. Bushell. Bermuda: *The Colonist* Building, 1911.

BAHAMAS

"Sketches of Summerland." By G. J. H. Northcroft, 1912.

"The Land of the Pink Pearl." By L. D. Powles, 1888.

"The Bahamas Handbook." By Mary Moseley, M.B.E. Nassau: *The Nassau Guardian*, 1926.

"A Winter in Paradise." By Alan Parsons. London: A. M. Philpot, Ltd., 1926.

BARBADOS

"History of Barbados." ¹ By Sir Robert H. Schomburgk. London, 1848.

"An Account of a West Indian Sanatorium." ¹ By Geo. J. H. Sutton Moxly. London: Sampson Low, Marston and Co., 1886.

"Cavaliers and Roundheads in Barbados." ¹ By N. Darnell Davis. Georgetown, British Guiana, 1887.

"Monumental Inscriptions of Barbados." By Vere Langford Oliver, F.S.A. Dorchester: The Friary Press.

"Annals of Codrington College." By T. H. Bindley, D.D. London: The West India Committee, 1910.

BRITISH GUIANA

"Among the Indians of Guiana." ¹ By E. F. im Thurn. London: Kegan Paul, Trench and Co., 1883.

"Twenty-five Years in British Guiana." ¹ By Henry Kirke. London: Sampson Low, Marston and Co., 1898.

"History of British Guiana." By James Rodway, F.L.S. Georgetown, Demerara, 3 vols., 1894.

"In the Guiana Forest." By James Rodway, F.L.S. London: T. Fisher Unwin, 1894 (second edition, 1911).

¹ Out of print but can be seen at various libraries.

"Guiana, British, Dutch and French." By James Rodway, F.L.S. London: T. Fisher Unwin, 1912.

"Through British Guiana to the Summit of Roraima." By Mrs. Cecil Clementi. London: T. Fisher Unwin, Ltd., 1920.

"Travels in British Guiana" (2 vols.) By Richard Schomburgk. (Trans. by Walter Roth.) Georgetown: *The Daily Chronicle*, 1921.

"The Edge of the Jungle." By William Beebe. London: H. F. and G. Witherby, 1922.

BRITISH HONDURAS

"The Colony of British Honduras, its resources and prospects." By D. Morris. London: Stanford, 1883.

"Handbook of British Honduras." ¹ By M. S. Metzgen and H. E. C. Cain. London: The West India Committee, 1925.

"Brief Sketch of British Honduras." By Major Sir John Burdon, K.B.E., C.M.G. London: The West India Committee, 1928.

THE CAYMAN ISLANDS

"Handbook of the Cayman Islands." By George S. S. Hirst, M.B. Jamaica: *Times* Printery, 1910.

JAMAICA

"The History of Jamaica." ¹ By Long. London, 1774.

"The Annals of Jamaica." ¹ By G. W. Bridges. London: John Murray, 1828.

"Studies in Jamaica History." By Frank Cundall, F.S.A. London: Sampson Low, Marston and Co., Ltd., 1900.

"A History of Jamaica." By W. J. Gardner. New edition. London: T. Fisher Unwin, 1909.

"In Jamaica and Cuba." By H. G. de Lisser. Kingston (Jamaica): The Gleaner Co., Ltd.

"The Handbook of Jamaica." London: Crown Agents.

"Lady Nugent's Journal." ¹ Privately published 1839. New edition edited by F. Cundall. London: A. and C. Black, 1907.

"Journal of a West India Proprietor," 1815-1817. By M. G. Lewis. Edited by Mona Wilson. London: George Routledge and Sons, Ltd., 1929.

"Historic Jamaica." By Frank Cundall, F.S.A. London: The West India Committee, 1915.

"Jamaica in 1928: A Handbook of Information for Intending Settlers and Visitors." By Frank Cundall, F.S.A. The Institute of Jamaica. London: H. Sotheran and Co.

TRINIDAD

"At Last." By Charles Kingsley. London: Macmillan and Co., 1871.

¹ Out of print, but can be seen at various libraries.

"Trinidad." ¹ By L. A. A. de Verteuil. London: Cassell and Co., 1884 (second edition).

"The Sea Fish of Trinidad." By Harry Vincent. Port of Spain, 1910.

"The Handbook of Trinidad and Tobago." Government Printing Office.

"Trinidad and Tobago Year Book." By C. B. Franklin. Port of Spain: Franklin's Electric Printery (annual).

"Useful and Economic Plants of Trinidad and Tobago." By W. G. Freeman, F.L.S., and R. O. Williams (second edition). Port of Spain: Government Printing Office.

TOBAGO

"A History of Tobago." ¹ By H. T. Woodcock, 1867.

"Handbook of Tobago: Hints to Settlers." By Lieut.-Col. J. H. Collens, V.D. Port of Spain: Government Printing Office, 1912.

GRENADA

"The Grenada Handbook, Directory and Almanac." London: The Crown Agents for the Colonies. (Annual.)

ST. LUCIA

"St. Lucia." ¹ By Henry H. Breen. London, 1844.

ST. VINCENT

"An Historical Account of the Island of St. Vincent." ¹ By Charles Shephard, Esq. London: Ridgway and Sons, 1831.

"The Guide Book to St. Vincent." By Mrs. Willoughby Bullock. Kingstown (St. Vincent), 1928.

ANTIGUA

"Antigua and the Antiguans." ¹ London: Saunders and Otley, 1844.

"History of the Island of Antigua." By V. L. Oliver. London: Mitchell and Hughes, 1894, 1896 and 1899.

DOMINICA

"Handbook of the Leeward Islands." By Frederick Henry Watkins, I.S.O., O.B.E. London: The West India Committee, 1924.

"The History of the Island of Dominica." ¹ By T. Atwood, 1791.

ST. KITTS-NEVIS

"A Young Squire of the Seventeenth Century." ¹ By J. C. Jeaffreson. London: 1878.

"Natural History of Nevis." ¹ By Rev. William Smith. 1745.

¹ Out of print, but can be seen at various libraries.

VIRGIN ISLANDS

"The Virgin Islands, B.W.I." A Handbook of General Information. 1912. By D. C. Fishlock.

CUBA

"Cuba Past and Present." By R. Davey. London, 1898.
 "The War in Cuba." By J. B. Atkins. London, 1899.
 "The Rough Riders." By Theodore Roosevelt. London, 1899.

PORTO RICO

"Porto Rico: Its Conditions and Possibilities." By W. Dinwiddie. London, 1899.
 "Report on the Island of Porto Rico, its Population, etc." By H. K. Carroll. Washington.

HAITI

"Notes on Haiti." ¹ By Charles Mackenzie, Esq., F.R.S., F.L.S. London, 1830.
 "Hayti, or the Black Republic." By Spencer St. John. London, 1884 (second edition, 1889).
 "Where Black Rules White." By Hesketh Pritchard. London: 1900.
 "Black Haiti." By Blair Niles. London and New York, 1926.

GUADELOUPE AND MARTINIQUE

"Two Years in the French West Indies." By Lafcadio Hearn. New York and London: Harper and Brothers, 1902.
 "M. Pelée and the Tragedy of Martinique." By A. Heilprin, London, 1902.
 "The Tower of Pelée." By Angelo Heilprin. London: J. B. Lippincott, 1904.
 "Guide du Touriste aux Antilles Françaises." Paris: Emile Larose, 1913.

PANAMA

"The Panama Canal and its Makers." By Vaughan Cornish, D.Sc. London: T. Fisher Unwin, 1909.
 "Panama: the Canal, the Country, and the People." By Albert Edwards. New York: Macmillan and Co., 1911.
 "Panama and What it Means." By John Foster Fraser. London: Cassell and Co., Ltd., 1913.

FICTION

"Tom Cringle's Log." By Michael Scott.
 "The Cruise of the *Midge*." By Michael Scott.

¹ Out of print, but can be seen at various libraries.

- "Mr. Midshipman Easy." By Captain Marryat.
 "Peter Simple." By Captain Marryat.
 "Westward Ho!" By Charles Kingsley.
 "The Conqueror." By Gertrude Atherton.
 "The Gorgeous Isle." By Gertrude Atherton.
 "Ancestor Jorico." By W. J. Locke.
 "The Wooings of Jezebel Pettifer." By Haldane Macfall.
 London: Simpkin, Marshall and Co.

EXPENSES. The cost of a visit to the West Indies must, of course, depend very largely upon the tastes and the temperament of the individual. While at sea, there are no necessary expenses after the ticket has been paid for, except for wines, etc., and the inevitable tips. Ample ready money should, however, be carried to meet such contingencies as the purchase of tickets in the daily sweepstake on the run of the ship, and fairings at the barber's shop (which is often a miniature store). To run short is disturbing to a passenger's peace of mind. It is a good plan to give the cabin steward and waiter their tips in two instalments, half at the beginning of the voyage (with a promise of further largess) and half at the end. For a voyage of fourteen days the cabin steward should receive *at least* £1 (\$4.80), the waiter at table £1, the bathroom steward 10s. (\$2.40), and the boots 5s. (\$1.20). On shore, 10 per cent. of the amount of the charge or bill will be found to be a good basis for calculating the amount of tips.

At the hotels and boarding houses in the West Indies, the charge for board and lodging (sometimes called "American plan") ranges from 12s. 6d. (\$3) upwards. Added to this must be the expenses of various expeditions involving the use of motor-cars, and ponies, boats, and trains; but the tourist will be on the safe side if he estimates his expenses on shore at from £1 10s. (\$7.20) to £2 (\$9.60) a day, without taking into consideration what he may spend on those delightful "curios" and souvenirs, the purchase of which for friends at home is one of the pleasures of travel.

MONEY. Visitors to the West Indies are recommended to provide themselves before sailing with travellers' cheques, circular notes, or letters of credit.

Silver is the currency in the British West Indies, but British and American gold is negotiable. Public accounts are kept in sterling, and banking and private accounts in dollars and cents. (For comparative table see Appendix III.)

The notes of the British banks operating in the West Indies are largely used, and those issued in one island can usually be cashed in others at face value. It is, however, best to change them in the island of issue.

In the American, French and Dutch islands the currencies are those of the countries to which they belong.

In Cuba there is no special currency. American and Spanish coinage being used. In Haiti the unit is the Gourde; but both in that Republic and in the neighbouring one of Santo Domingo American gold circulates freely. In Colombia the unit is the Peso, in Venezuela the Bolivar, and in Panama the Balboa, but in each of those countries American gold is accepted.

BANKS. The principal English, Canadian and American banks operating in the Caribbean area are:—

Barclays Bank (Dominion, Colonial and Overseas). Formerly the Colonial Bank. London: 29-30, Gracechurch Street, E.C.3; New York: 44, Beaver Street.

Branches in:

Antigua	Dominica	Jamaica (10)	St. Lucia
Barbados	Grenada	St. Kitts	St. Vincent
Trinidad (2)	British Guiana (2)		

The Bank of Nova Scotia. Canada: Montreal; London: Princes Street, E.C.

Branches in:

Cuba	Jamaica	Porto Rico	Santo Domingo
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The Canadian Bank of Commerce. Canada: Toronto; London: 2, Lombard Street, E.C.

Branches in:

Barbados	Cuba	Jamaica	Trinidad
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The Royal Bank of Canada. Canada: Montreal; London: Princes Street, E.C.

Branches in :

Antigua	Grenada	Martinique	St. Lucia
Bahamas	Guadeloupe	Montserrat	Trinidad
Cuba	Haiti	Porto Rico	
Dominica	Jamaica	St. Kitts	

British Guiana	British Honduras	Colombia	Costa Rica
	Venezuela	Panama	

The National City Bank of New York. New York.
London : 36, Bishopsgate, E.C.

Branches in :

Colon	Cuba	Santo Domingo	Panama
		Porto Rico	

The Chase National Bank. New York. London : 14, Cornhill, E.C.

Branches in :

Cuba	Panama	Cristobal (Canal Zone)
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FOOD AND BEVERAGES. To visitors to the West Indies fresh from temperate climes, food and beverages present features of novelty. Beef is scarce and, owing to the climate, tough, except where, as in Trinidad, supplies are available from the Argentine. Chicken and guinea-fowl figure extensively on the menu, but otherwise a tropical table differs materially from one at home. This is chiefly the case with the fish and vegetables. Of the former there are the flying-fish—the dish *par excellence* of Barbados, snapper, snook, mullet, and grouper, all of which are deservedly popular. The cascadura, a fresh-water fish which is eaten in Trinidad, is alleged to have properties not unlike those possessed by the fountain of Trevi at Rome. The visitor who throws a penny into the fountain is certain to return to Rome, and he who partakes of the cascadura can, it is said, never live far from Trinidad. Incidentally it may be mentioned that the same properties, *mutatis mutandis*, are claimed for labba and black creek water in British Guiana, and for pigeon peas in Montserrat. Conchs are a favourite article of diet in the Bahamas and the Turks and Caicos Islands. In the Bahamas they are so plentiful, that the people born there are nicknamed “Conchs.” Land-crabs are delicious eating, but care should be taken to

ascertain that they have been brought up in clean surroundings.

In Trinidad, Grenada, and Antigua especially, the small oysters which adhere to the roots of the mangrove trees form a novelty, and should be asked for ; while in British Guiana it would be rank heresy to ignore the famous "pepper-pot." Here is the recipe of this savoury dish :

Pork cut into small pieces and fried until brown, a partially roasted fowl also cut up, an onion, a dozen shallots, and a few dry chillies, are stirred well in a large earthenware pipkin, called a buck-pot. To this is added a sauce consisting of two tablespoonfuls of moist sugar, one and a half tablespoonfuls of salt, and a teaspoonful of cayenne pepper mixed well with hot water, with seven to ten tablespoonfuls of cassareep (the concentrated juice of the bitter cassava) [obtainable in London from the West Indian Produce Association, of 14, Creechurch Lane, E.C.] added until the concoction is brown. This is boiled and allowed to simmer for an hour and a quarter, and then boiled up again next day for half an hour. On the third day the pepper-pot is ready for table.

The pepper-pot must be constantly replenished, and if heated up day after day it will last for many years—in fact, if carefully tended, the older it is the better. The writer has partaken of a "pepper-pot" said to be over one hundred years old. The lapp or labba (*Cælogenys paca*), a little creature resembling a glorified guinea-pig, and the agouti (*Dasyprocta agouti*) furnish appetising dishes in Trinidad, where crabs' backs are also a recognised luxury.

In Dominica and the French Islands the edible frog, known as the crapaud (*Leptodactylus pentadactylus*) or the slender-toed frog—so called because it is web-footed—is considered a great delicacy. It is served up to unsuspecting visitors as "mountain-chicken." The iguana, a tree-lizard, also furnishes a palatable dish, while groo-groo worms, large maggots—as, for want of a more appropriate name, they must be called—found in palm-trees, are also looked upon as a choice luxury.

Among the vegetables are yams (floury and soft to the palate), sweet potatoes, tannias, eddoes, ochros (the pods of which, cooked like asparagus, are excellent).

plantains (delicious when fried), cassava, Indian corn, papaws, and pigeon peas, to mention a few only, while a capital salad is made from the heart of the lofty cabbage palm (*Oreodoxa oleracea*). The Avocado pear (*Persea gratissima*) merits a class to itself for excellence. With a squeeze of lime and some red pepper it is delicious. Its contents resemble butter in appearance, and it is still sometimes spoken of as "Midshipman's butter."

It is at dessert that the greatest surprises are forthcoming. Bananas, both big (*Gros Michel*) and dwarf (*Musa Cavendishii*), are known at home, but the very small fig banana, or Lady's Finger, as it is called, is not often seen out of the tropics, and, while all fruit of this description has a much better flavour in its tropic home than in England or America, this variety is for taste the acme of perfection. Grape-fruit is on every well-regulated breakfast table, and oranges while actually green are delicious, the West Indian tangerine variety being infinitely better than any ever seen at home. The grafted mangoes, for which Jamaica is especially famous, are exquisitely delicate in flavour. Among other popular fruits are custard- mamee- and star-apples, citrons, Barbados cherries, golden apples, granadillas (the fruit of the passion flower), guavas, limes, mangoes, melons, pomegranates, sapodillas, shaddocks, and soursops.

As to beverages, a new-comer should guard against the tendency to increase the quantity consumed which inevitably results from a rising thermometer. The water in the principal towns is, as a rule, drinkable; but it is best to be on the safe side and to insist upon its being boiled or filtered. This is often done by means of a "Barbados drip-stone," a large block of coral rock hollowed into a convenient shape through which the water drips into a receptacle below. Light wines or whisky and soda in moderation are perhaps the safest "drinks" in the tropics; while for abstainers, lemonade, ginger-ale, kola, and other "soft" beverages can always be obtained; and lime squashes will be found infinitely preferable to the more familiar lemon squash. Among other beverages peculiar to the West Indies are pimento

dram and falernum, while the old-time sangaree also has its devotees. This drink, which is very refreshing, consists of wine, water (perhaps), sugar, nutmeg, a slice of lime, and an abundance of crushed ice. It is a good rule to avoid all stimulants before the midday meal, or at any rate until the sun has crossed the yard-arm. An appetiser before dinner, which may take the form of a cock-tail or a "swizzle," is recommended. The swizzle is made from rum, gin, whisky, brandy, or vermouth, mixed in a jug with bitters, grated ice, and a modicum of sugar and frothed up with a swizzle-stick, the stem of a plant with convenient radiating branches, apparently provided by nature for this special purpose, which is made to revolve backwards and forwards between the palms of the hands. A recipe which it would not be easy to beat is the old and familiar :

One of sour (lime juice),
Two of sweet (syrup),
Three of strong (rum), and
Four of weak (water).

In Barbados the favourite appetiser is a swizzle known as "green bitters." The ingredients (which can be obtained in England from the West Indian Produce Association, 14, Creechurch Lane, London) are one wineglassful of old rum, one of white falernum, half a wineglassful of water, wormwood bitters to taste, and plenty of crushed ice. The whole is frothed up with a swizzle-stick and is consumed while still foaming.

MEALS. "Coffee" is the first meal of the day in the West Indies. It consists of a cup of the beverage from which its name is taken, or of tea or other liquid refreshment, which is served with toast and butter at the early hour of 6 A.M. Breakfast is somewhat of a movable feast. It may be put on the table at any time between 10 and noon, according to the locality, and it will often be found to partake more of the nature of luncheon at home. Tea follows at 4.30 or 5 P.M., and dinner at 7.30 or 8 P.M. At first, the difference in the hours of meals in various islands is rather bewildering, but the visitor soon gets accustomed to the changed conditions.

CHAPTER II

MORE GENERAL INFORMATION

Steamship Routes: Air Transport: Outfit: Passports: Insurance Policies: The Voyage: Watches and the Time: Tables of Distances: The Customs: The Laundry: Telegraphic Communication: Postal Facilities: Amusement and Sport: Roads and Motoring.

STEAMSHIP ROUTES. A list of Steamship Companies whose steamers touch at West Indian ports will be found in Appendix I. The facilities for reaching the West Indies, from the United Kingdom, Europe, Canada, the United States, and South America, are good, and there are more or less frequent opportunities for getting from island to island by steamer, motor-launch, sloop, or schooner. Unless compelled to do so by stress of circumstances, tourists will do well to avoid the two last-named means of communication, which are uncertain, and often involve considerable discomfort. As a general rule, the only sleeping accommodation in such vessels is in what is called a "dog hutch," a sort of elongated chicken-coop chained to the deck, and generally infested with beetles and other obnoxious insects, though it is only fair to add that there are notable exceptions. During the tourist season, which extends from the end of November to April, several companies offer special tours at reduced rates from England, Europe, Canada, and the United States.

AIR TRANSPORT. Conditions are favourable for aviation in the West Indies, and several companies operate air transport services for passengers and mails in the Caribbean area. Particulars of these will be found in Appendix II.

OUTFIT. There is no need to buy an elaborate outfit for a visit to the West Indies. The less **luggage** taken the better it is for the temper ; but, on the other hand, it is a great mistake to travel too "light." By far the most convenient form of cabin trunk is the regulation-sized one (36" long, 20" wide, and 14" deep) fitted with hangers, drawers, etc., which can be stowed away under the berth or used as a wardrobe standing upright. A capacious canvas sack, with a padlock fastening, into which surplus effects can be dumped at the last moment is a great convenience, and a fold-up "cabin tidy" with pouches to hold various articles of the toilet is almost indispensable.

Generally speaking, the same **clothing** should be taken as would be worn during an exceptionally hot summer in England or America. Very light merino ; or some similar fabric, should invariably be worn next the skin, as flannel is conducive to that irritating complaint known as "prickly heat." Warm clothing should not be dispensed with too soon at sea, and on no account should it be sent home, as it is essential for the homeward voyage. Ample supplies of linen and underwear should be included in the outfit ; otherwise the traveller on a long voyage may run short. Bathing suits should on no account be forgotten. Tourists will be well advised not to make themselves too conspicuous with puggarees and similar eccentricities, as cabmen and boatmen naturally consider those who do so to be fair game, and deal with them accordingly. Terai hats may be taken with advantage, but other kinds of sun helmets are best purchased locally. They should, if possible, have red linings, as these mitigate the harmful effects of the actinic or chemical rays of the sun.

Men should take with them thin flannel, light tweed, and (if they are not susceptible to chills) tussore or white linen suits. Dress clothes are worn in the evening throughout the West Indies, and dinner jackets and dress coats without linings are a great comfort. Canvas shirts with merino or silk underwear, and silk pyjamas are recommended, and shirts made on the coat principle

facilitate dressing in hot cabins. White boots are preferable to black or brown for the day-time as they are cooler and more easily cleaned, and at night especially boots are always better than shoes, which expose the ankles to the bites of mosquitoes and sandflies.

Ladies should take their usual thin summer frocks and several easily-folded evening dressés, made for choice of lace or beaded materials which do not crush. Felt hats are convenient as they fold so well. A really good crêpe de Chine mackintosh is almost indispensable. For the voyage a tweed coat is preferable to fur. Ladies should also take with them a good supply of cold cream, lotions, toilet soap, etc.

For the voyage smelling salts, Seidlitz powders, and a few cakes of sea-water soap (which lathers in salt water) will be a comfort, while an aneroid barometer, a thermometer, a compass, and a pair of binoculars help to while away the time on board ship, and are generally useful. Deck chairs can nowadays be hired on board most steamers and few travellers care to take their own out with them. Spectacles fitted with "Crookes' B" glasses, which protect the eyes from the glare (so trying on the coral roads) without affecting colours, and motor-goggles (as in some places the roads are still dusty), should not be forgotten. A few yards of mosquito netting and a supply of safety-pins will be found useful for repairing torn mosquito nets. Citronella and bergamot oils when rubbed on the skin help to ward off mosquitoes and sand-flies. A photographic camera should certainly be included in the outfit. Owing to the remarkable rarity of the atmosphere surprisingly good results can be obtained with a hand camera; but to secure the best it is a good plan to send back the exposed films in tin cases sealed with sticking plaster for development at home, and to arrange for a fresh supply of films or plates to be posted every fortnight. In this way the most successful results are secured, though films and plates can be obtained and developed in the larger places visited, and also on board the touring steamers. Golf clubs and tennis racquets should be taken out by those

tourists who contemplate a stay of any duration. For deep-sea fishing, special tackle may be taken (*see* page 38), and also a gun for sport in those islands where it can be enjoyed.

PASSPORTS. Visitors to the West Indies should provide themselves with passports and have them visaed by the consular officers of all the countries whose territories they are likely to visit. Though passports are no longer required everywhere in the West Indies, the adoption of this course may save much irritation and inconvenience during the tour.

INSURANCE POLICIES. Intending visitors to the West Indies whose lives are insured should arrange for their policies, if not already world-wide, to be made valid outside the United Kingdom, Canada, or the United States, as the case may be.

THE VOYAGE. The delights of a sea voyage have often been described, and no visitor to the Caribbean who commits his impressions to paper on his return fails to expatiate on the familiar scenes and amusements on board ship, such as the daily "sweep" on the run, the parade of the crew on Sunday, and the fiddles on the tables in rough weather, leading inevitably to reference to the concerts, fancy balls, sports, and so on, which make the fortnight between London or Dover and Barbados, or Avonmouth and Jamaica, and the shorter journeys between Canada or the United States and the West Indies pass so pleasantly for the traveller who takes Charles Kingsley's advice, and in respect of his fellow-passengers is

To their faults a little blind ;
And to their virtues very kind.

Two days out the cold winds begin to lose their sting, and on the third there is felt an appreciable change in the climate, which becomes sensibly milder, even if the weather is stormy.

After four or five days, the romantic group of islands known as the Azores is passed. These Western Islands, as they are also called, belong to Portugal, from which

they are distant 800 miles, and are supposed to be the site of the fabled Atlantis. They were first sighted in the fifteenth century by Van der Berg, of Bruges, and by 1457 the whole of the islands were discovered, and the name Azores given to them from the number of goshawks (Port. *Açor*) found on them. From 1580 to 1640 they were subject to Spain. The islands must always have a peculiar interest for Englishmen since their waters were the scene of the memorable engagement between the Spanish and British fleets on August 30th, 1591, when redoubtable deeds of valour were performed by Sir Richard Grenville and his men, whose ship, the *Revenge*, engaged eight great Spanish galleons for twelve hours, and was boarded three times :

And the sun went down, and the stars came out far over the
summer sea,
But never a moment ceased the fight of the one and the fifty-
three.
Ship after ship, the whole night long, their high-built galleons
came,
Ship after ship, the whole night long, with her battle-thunder
and flame.

Here it was that Sir Richard, shot through the head and body, having been carried by the stately Spanish men to their flagship, said :

I have fought for Queen and Faith like a valiant man and
true . . .
With a joyful spirit I Sir Richard Grenville die !

The Azores consist of three distinct groups of islands, which are connected by wireless telegraphy. To the south-east are St. Michael's and Sta. Maria ; in the centre, Fayal, Pico, São Jorge, Terceira, and Graciosa, and to the north-west, Flores and Corvo. The most important trade centre is **Ponta Delgada** (the sharp point), capital of St. Michael's, the principal island. This town, which for size ranks third amongst the cities of Portugal, has an excellent harbour. Its population is 20,000.

The boat-fare to the shore is 1s. (24c.). Steamers when they call usually wait in port for a sufficiently long time to

enable passengers to take one of the following expeditions (the fares quoted are by motor-car for the round trip) : (1) To Pico do Solomão or Pico do Lima, from either of which eminences a fine view can be obtained. [1 hour, 7s. (\$1.68).] (2) To Caldeiras da Ribeira Grande and Lombadas. The former is a valley in which there are thermal springs and a small bathing establishment, whence a good path leads through picturesque scenery to Lombadas. [5 hours, £1 (\$4.80).] (3) To Lake Fogo which can be reached from the road by those taking the circular drive to Villa Franca and Ribeira Grande. [5 hours, £1 (\$4.80).] (4) To Sete Cidades. [4 hours, £1 (\$4.80).] (5) To Lomba la Cruz, whence a bridle path leads to a volcanic crater. [2 hours, 15s. (\$3.60)] and (6) To Provocão and thence to the Furnas or Hot Springs.

The principal industries are the production of pine-apples under glass and the manufacture of beet sugar.

The best hotels in Ponta Delgada are Brown's Hotel, at the back of the town, Hotel Central, and the Atlantic Hotel.

After passing the Azores, awnings are put out, and the first touch of the tropics begins to make itself felt ; cooler garments are donned, and the officers of the ship appear in white suits. Soon the **Sargasso Sea** is entered, and tourists will note the remarkable Gulf weed, which floats in a vast eddy or central pool of the Atlantic between the Gulf Stream and the equatorial current. It was on entering this sea that the crews of Columbus's ships very nearly mutinied, believing that the vessels had reached land and were on the verge of running on the rocks, though really the ocean here is fully four miles deep. The origin of the weed is not known, but the mass was once presumably attached to rocks, though it is now propagated as it floats on the surface. In colour it is yellow, and it supports fish, crabs, cuttle-fish, zoophytes, and molluscs, but owing to the pace of the ship it is not easy to get any satisfactory specimens of it on board. Whales and porpoises are now occasionally sighted, and the flying fish become a constant source

of interest. With the sun glinting on their silvery wings, they look like dragon-flies as they leap from the sea in shoals near the bows of the ship. That they actually fly cannot be denied, but their flight appears to be like that of the original " glider " aeroplane, requiring some considerable impetus to give it a start, which is soon expended. The fish forces its way through the water, and, rising from it, is carried forward and skims the surface, gaining momentum each time it touches the waves. The size of the fish is that of a small herring and there are always many old travellers who will tell one how they have seen them fly on board the ship, though really this can only occur on sailing ships, whose gunwales are near the water—as described by Jeaffreson in 1676 (*see next page*)—unless, perhaps, the fish with unerring aim flies through the port-hole.

The first sight of the island of Barbados is, as a rule, obtained overnight, when the Ragged Point light is seen blinking on the starboard bow, and Carlisle Bay is generally reached in the early morning, as the sun rises over a scene of considerable animation. The novelty of the surroundings will never be forgotten. A string of lighters emerges from the harbour and bears down upon the steamer to land or tranship baggage. Boatmen jostle one another about the gangways while woolly-haired diving boys of every shade of colour paddle about in rude, home-made boats soliciting coins, which they retrieve from the water with remarkable skill and agility. Some of the more daring of the boys will, for a piece of silver, dive under the steamer and come up on the other side.

The voyage from Canada or the United States is naturally a much shorter one. Though one sometimes feels the heat more in New York than in the West Indies, the change of climate is as a rule far more sudden by this route than when one follows the advice of the old sea-captains and steams " south till the butter melts and then due west." From Canada St. Kitts is reached in seven days ; and from the United States to the Bahamas is a run of three days only, and to Jamaica one of five days.

The route usually followed from northern ports to Jamaica is past Watling's Island and through the Crooked Island and Windward Passages (*see* map). Steamers for the Lesser Antilles keep well out in the Atlantic. If the steamer arrives at Jamaica, as she generally does, at dawn, it well repays one to be on deck very early to see the sun rise over the glorious Blue Mountains, putting to shame the blinking light of the lighthouse at Plum Point.

The difference of a voyage under modern conditions from one made in the old days has often been emphasised, and tourists who are lucky enough to be able to obtain copies of "Monk" Lewis's "Journal" or Jeaffreson's "A Young Squire of the Seventeenth Century" may sit in comfort in their deck chairs as the steamer forges her way along at a speed of from fifteen to nineteen knots and read of the discomforts with which their forbears had to put up.

Christopher Jeaffreson, having bid his friends farewell on February 16th, 1675-6, was rowed to Gravesend where he went on board the "*Jacob and Mary*, a vessell of about a hundred and fifty tunns, 14 or 16 gunns, and a square stearne." This was on Thursday, and on Sunday she anchored in the Downs, "where we went ashore; but the wind in two or three dayes promessing faire," she proceeded on her way, only to put in at Plymouth on the following Saturday, "the windes being contrary," and compelling her to ride at anchor for "tenne dayes." On March 6th, "the winde comeing about to the north-east," she "again hoisted sayle and stood out to sea. . . . The tenth day it blew hard which made a verry rough and hollow sea, which raked us fore and aft, breakeing sometymes over our quarter; in which great seas, our shipp's crew concluded, that our little leakie companion" (a small vessel which had been keeping up with them), "was buried." Off "the deserts" (the Desertas, near Madeira) a sail was sighted which "we doubted was a Turke"; and "made us putt ourselves in a posture of defence, and the next morning, findeing that he had chased us all night . . .

we prepared all things for a fight, and continued in that posture all the day and night."

On arriving at Madeira they were "verry neare losing our shippe, the master being unacquainted, and comeing too boldely in near the shoar, in a dangerous place." On Tuesday, the 18th, they crossed the Tropic of Cancer, and were much diverted by the flying fish, "which, though common at sea, may be a subject of wonder to such as are home-bred . . . they fly in whole shoales, but not very farre, for no sooner are their wings dry, but they drop into theire element, the water. It is usual for them to fly into the shippes. We had one or two come on board our vessell." On Monday, May 8th, the island of Deseada was sighted, "which was a welcome sight to us, who were forced to keepe the pump goeing night and day, by reason of a dangerous leake we had sprung at sea, which we could not finde, and which increasing would have soone beene too much for us, if bad weather had kept us at sea." The *Jacob and Mary* did not reach Nevis until Sunday, May 21st. From there Jeaffreson sailed in a "shalloope, and with my goods and servants arrived that night at St. Christopher's," more than three months after his departure from London! Nowadays the conditions are very different, and the voyage is over all too soon, however eager passengers may be to set foot on the New World.

WATCHES AND THE TIME. For those who are making their first voyage the table of watches on board ship, which is given below, may be useful.

MIDDLE WATCH.		MORNING WATCH.		FORENOON WATCH.	
Midnight	8 bells.	4.0 A.M.	8 bells.	8.0 A.M.	8 bells.
12.30 A.M.	1 bell.	4.30 "	1 bell.	8.30 "	1 bell.
1.0 "	2 bells.	5.0 "	2 bells.	9.0 "	2 bells.
1.30 "	3 "	5.30 "	3 "	9.30 "	3 "
2.0 "	4 "	6.0 "	4 "	10.0 "	4 "
2.30 "	5 "	6.30 "	5 "	10.30 "	5 "
3.0 "	6 "	7.0 "	6 "	11.0 "	6 "
3.30 "	7 "	7.30 "	7 "	11.30 "	7 "
4.0 "	8 "	8.0 "	8 "	Noon	8 "

AFTERNOON WATCH.		1ST DOG WATCH.		EVENING WATCH.	
Noon	8 bells.	4.0 P.M.	8 bells.	8.0 P.M.	8 bells.
12.30 P.M.	1 bell.	4.30 "	1 bell.	8.30 "	1 bell.
1.0 "	2 bells.	5.0 "	2 bells.	9.0 "	2 bells.
1.30 "	3 "	5.30 "	3 "	9.30 "	3 "
2.0 "	4 "	6.0 "	4 "	10.0 "	4 "
2.30 "	5 "			10.30 "	5 "
3.0 "	6 "	2ND DOG WATCH.		11.0 "	6 "
3.30 "	7 "	6.30 P.M.	1 bell.	11.30 "	7 "
4.0 "	8 "	7.0 "	2 bells.	Midnight	8 "
		7.30 "	3 "		
		8.0 "	8 "		

At the end of each half-hour of the watch the ship's bell is struck: once for the first half-hour, twice for the second, and so on, until "eight bells" is sounded. The two short dog watches are arranged to make the total number of watches uneven, and so obviate the two companies into which the crew is divided being on the same watch on successive nights.

The sun rises over London several hours before it rises over the West Indies, and so, on the westward voyage, the hands of the clock have to be put back every day, while on the eastern they are put forward. The time is checked at midday from the position of the sun by means of the sextant. When the weather is too cloudy for observations the position of the ship is defined by what is called "dead reckoning"—that is to say, a calculation based on the distance traversed since the last reckoning was made. The actual difference of solar time in the West Indies compared with that in London is given below; but since 1911 zone time has been adopted in the British West Indies. In the Lesser Antilles this is four hours, in the Bahamas and Jamaica five hours, and in British Honduras six hours slow of Greenwich. Thus when it is noon in London it is 8 A.M. in Barbados and 7 A.M. in Jamaica.

SOLAR TIME IN THE WEST INDIES

Barbados .	3 hrs.	58 mins.	29 secs.	earlier than Greenwich.
Demerara .	3 "	54 "	—	" " "
Jamaica .	3 "	6 "	—	" " "
St. Thomas	4 "	19 "	43	" " "
Trinidad .	4 "	6 "	—	" " "

The difference of time as compared with that of New York may be gauged from the fact that the time in New York is 4 hrs. 56 mins. and 2 secs. earlier than that of London.

TABLES OF DISTANCES. In the following tables the distances in miles on several of the principal steamer routes are given.

TRANSATLANTIC ROUTES

London

3750	Barbados			4250	Jamaica		
3905	155	Grenada					
4002	252	97	Trinidad		Avonmouth		
4366	616	461	364	British Guiana		4075	Jamaica

Dover

3685	Barbados								
3886	201	Trinidad							
4215	530	329	La Guaira						
4283	598	397	68	Pto. Cabello					
4396	711	510	181	113	Curaçao				
4785	1100	899	570	502	389	Pto. Colombia			
4861	1176	975	646	578	465	76	Cartagena		
5137	1452	1251	922	854	741	352	276	Cristobal	
5327	1642	1441	1112	1044	931	542	466	190	Port Limon

Avonmouth

3575	Barbados						
3776	201	Trinidad					
5075	1500	1299	Port Limon				
5265	1690	1489	190	Cristobal			
5819	2244	2043	744	554	Jamaica		

Plymouth

419	Bordeaux									
3969	3550	Pointe-à-Pitre								
4009	3590	40	Basse Terre							
4099	3680	130	90	Fort de France						
4329	3910	360	320	230	Trinidad					
4414	3995	445	405	315	85	Carupano				
4664	4245	695	655	565	335	250	La Guaira			
4834	4415	865	825	735	505	420	170	Curaçao		
5219	4800	1250	1210	1120	890	805	555	385	Pto. Colombia	
5549	5130	1580	1540	1450	1220	1135	885	715	330	Cristobal

INTERCOLONIAL ROUTE

Trinidad

96	Grenada							
173	77	St. Vincent						
233	137	60	St. Lucia					
316	220	143	83	Dominica				
425	329	252	191	109	Montserrat			
462	366	289	229	146	37	Antigua		
511	415	338	278	195	86	49	Nevis	
522	426	349	289	206	97	60	11	St. Kitts

AMERICA—BAHAMAS AND BERMUDA

New York

Miami

700	Bermuda
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187	Bahamas
-----	---------

NEW YORK—WEST INDIES

New York

New York

1435	St. Thomas		967	Bahamas		
1470	35	St. Croix	1528	561	Cuba	
1620	150	119	2246	1279	718	Porto Rico
		St. Kitts				

For distances beyond St. Kitts see Intercolonial Route.

CANADA—WEST INDIES

St. John, N.B.

Halifax, N.S.

283	Halifax, N.S.		1351	Bahamas		
1043	760	Bermuda	2247	896	Jamaica	
1968	1685	925	2912	1561	665	B.Honduras
		St. Kitts				

For distances beyond St. Kitts see Intercolonial Route.

DISTANCES OF VISIBILITY

Below is a table showing the distances visible at sea from various elevations.

Elevation	Distance Visible
5 feet ... ..	... 2½ miles
20 " ... ..	... 5 "
35 " ... ..	... 7 "
50 " ... ..	... 8 "
100 " ... ..	... 11½ "

CUSTOMS. Personal baggage is exempt from duty in the West Indies, and the customs officials in British Guiana, British Honduras, and all the islands, whatever their nationality may be, are courteous and considerate. There is unfortunately a remarkable lack of uniformity about the customs' duties, each island having its own tariff, which includes specific duties on certain articles, and a general *ad valorem* duty—that is to say, a duty of a certain fixed sum per £100 value—with an extensive free list. The British West Indies give a preference in the duties of a varying amount (Barbados, British Guiana, and Trinidad 50 per cent., British Honduras, the Windward Islands, and the Leeward Islands, 33½ per cent., Jamaica and the Bahamas 25 per cent.) on many articles imported from within the Empire. There is, however, no need to give the tariffs, as genuine tourists are not troubled by the customs authorities, and the regulations are by no means so strict as they are at the most lax Custom House on the Continent. Such articles as tobacco, in any quantity, and also spirits in bulk, are dutiable. It is a good plan to make a list of dutiable articles in one's luggage to hand to the Customs' officer.

THE LAUNDRY. Jane Anne Smith, the buxom black laundress who used to salute passengers on their arrival at Barbados, taking from them their "washing" and selling to them her famous Barbados hot sauce and salmagundi, is—alas!—no more; but she has many imitators. Some are good and others exceedingly bad. Tourists should therefore make the closest enquiries before submitting their garments to them. In most of the islands the work is good and the hotels are in touch with the best laundries, if indeed they have not got their own. In British Guiana the Chinese undertake washing, with the usual satisfactory results. They are past masters in the art of cleaning clothes. An injunction on the bills of the late Mr. Pomeroy's Hotel in Barbados used to read: "Guests having outside washers are particularly requested to examine all washing returned, as invariably bugs are brought into the Hotel."

TELEGRAPHIC COMMUNICATION. All of the West Indian islands and the neighbouring countries on the mainland are in telegraphic communication with the outside world by cables or wireless, and in many cases by both.

The principal cable and wireless systems are controlled by the British Imperial and International Communications, Ltd., and the American All America Cables.

Message rates are reasonable and facilities are provided for sending night letter telegrams (N.L.T.), deferred telegrams (L.C.O.) and week-end telegrams (W.L.T.) at reduced rates.

POSTAL SERVICES. A Barbadian on a visit to London noticing the congested state of the streets in the neighbourhood of the Mansion House, is said to have exclaimed: "What a crowd! It must be mail day!" That was when the British West Indies used to have a regular fortnightly contract mail service. Several days in the week are now "mail days" in the larger islands, so frequent are the opportunities for postal communication with the outside world.

The West Indies enjoy efficient Express Letter, Cash on Delivery, Parcel Post, Money Order and Postal Order Services, particulars of which can be obtained at the various post offices.

The dates and hours of closing of the outward mails are given daily in the Post Office list published in the daily newspapers in England.

Travellers moving from place to place are advised to have their correspondence addressed to them "care of" the agents of the various steamship companies at the ports of call.

AMUSEMENTS AND SPORTS. There is no lack of amusements and sport provided for visitors to the West Indies, and the opportunities for indulging in them are dealt with under the heading "Sports" in the succeeding chapters. The favourite games are lawn-tennis, golf, and cricket, and, in the islands under American influence, baseball. There are ample facilities for bathing and dancing, whilst motoring adds greatly to the pleasures

of a visit to the tropics. Picnics, formerly called "maroon parties" in the West Indies, are also popular. The principal towns have well-equipped cinemas, and are occasionally visited by theatrical repertoire companies.

Fishing, both in sea and river, and to a lesser extent shooting, can be enjoyed. For fishing the following tackle is recommended :

Sea and Estuary. Tarpon rod ; 6-inch tuna reel ; 300-yard 21-thread ocean line and spare hanks, 15-21 thread ; backing, leads, including swivel leads, from 2 oz. ; Punjab and piano wire, a good supply, all sizes ; assorted hooks, single 3-8/0 ; treble, larger ; artificial baits assorted, chiefly 6—9-inch swallow tails, sand eels, spoons, blue and silver, all of the strongest to resist the powerful jaws of large predatory fish ; strong wire-cutting pliers ; strong gaff and landing net ; bait-can, disgorgers, gag, priest, etc. If expense is a consideration, an 8- or 9-foot stout sea rod and a Nottingham winch may be substituted for the tarpon rod and tuna reel.

River. Strong split-bamboo 9-ft. rod, dry-fly action ; " perfect " reel ; 30 yards level line and backing, with spare hanks ; gut casts, assorted ; flies (eyed), chiefly wickham, coachman, sedges, 2-4. For spinning : 8 ft. 6 inch casting rod ; sillex reel, lines and backing ; hooks, traces, leads, swivels, worm tackle ; assorted silver Devons, halcyons, spoons. Here again expense may be lightened by substituting any sound rods and Nottingham reels in corresponding sizes.

ROADS AND MOTORING. Generally speaking the roads in the British West Indies are good, and in some of the larger islands excellent. Motor-cars have displaced the old-fashioned buggy throughout the West Indies, and in all the larger centres there are garages from which cars can be obtained on hire, repairs effected, and supplies of petrol secured. There is an import duty on motor-cars which varies in the different places, but this is refunded when the cars leave. The freight on motor-cars from the United Kingdom to the West Indies is approximately £15 (\$72) and from Canada or the United States say 40c. per cubic foot. Only visitors contemplating a long stay in Barbados, Jamaica, Trinidad, Cuba, or Porto Rico could be advised to have their motor-cars sent out, and they should get into touch

with the automobile association to which they belong. They should also take out with them their driving licences, which in some places are accepted as evidence of competency, and so save the holders from having to undergo examinations into their proficiency.

There are Automobile Associations in Barbados (Bridgetown), Jamaica (Room 14, Coronation Buildings, Kingston), Trinidad (13, Abercromby Street, Port of Spain), and Cuba (Automovil Club de Cuba, Malecon 50, Havana).

CHAPTER III

BERMUDA

“ *The still vex'd Bermoothes* ”

“ *The Tempest*,” Shakespeare.

THE BERMUDAS or Somers' Islands, better known as Bermuda, are not in the West Indies; but as many steamers visit them on their way to and from the Caribbean Sea their inclusion in the present volume should require no justification.

Bermuda consists of a group of about three hundred small islands lying in the shape of a sickle in the Western Atlantic in latitude $32^{\circ} 15'$ N., and longitude $64^{\circ} 51'$ W., about 580 miles to the east of Cape Hatteras, and 667 miles from New York. They are all of coral formation, and are described in the report on the voyage of H.M.S. *Challenger*¹ as a coral atoll “situated on the summit of a large cone with a wide base, rising from the submerged plateau of the Atlantic.” Their total estimated area is 19 square miles, or less than one-eighth of that of the county of Rutland. The principal island, generally known as the Main Island, near the centre of which, at the head of a deep inlet, Hamilton the capital is situated, is about fourteen miles long and has an average width of about one mile. Next to it in importance is St. George's Island at the extreme north-east, with a spacious harbour, on the shore of which stands St. George's, the former capital. The other islands of consequence are: Ireland Island at the north-west, which is entirely given

¹H.M.S. *Challenger* was sent by the British Government on an extended cruise for exploration with a scientific staff, selected by the Royal Society, in December, 1872. She returned in 1876.

up to the Naval Dockyard, Boaz and Watford, devoted to military depôts and the garrison, and Somerset, Smith's, St. David's, Cooper's Nonsuch, Rivers, Ports, and Godets.

The entire chain from St. George's to Ireland Island is connected by means of bridges and causeways, for a distance of twenty-two miles. Bermuda is almost surrounded by dangerous reefs, the approach to the capital being by a long channel, the entrance to which is called the "Narrows," extending from St. George's Island to Grassy Bay, a sheltered anchorage off Ireland Island. The northern coasts of the islands are much indented; but approach to them is dangerous owing to the presence of many sunken rocks. The islands have no rivers, and though several wells exist the water from them is brackish, and the inhabitants are consequently dependent upon the rainfall for drinking water. The whole chain is comparatively flat, the highest elevation being 245 feet only. The islands are divided into nine parishes—namely, St. George's, Hamilton, Smith's, Devonshire, Pembroke (in which the capital is situated), Paget, Warwick, Southampton, and Sandys. The total population is about 31,725, of whom more than half are white—many being the descendants of the early colonists—and the remainder coloured.

INDUSTRIES. The early settlers in Bermuda were planters, and the inhabitants followed agricultural pursuits until the abrogation of the charter of the Somers Islands Company in 1684 (*see* p. 43), when they took to trading. In vessels made of the native cedar, they traded with the West Indies and America, and carried salt fish from Newfoundland to Europe, returning with cargoes of port wine. On occasions, too, they would meet the fleets from India and carry the produce of the East to the West Indies. This industry was, however, practically killed by the advent of steam, and the inhabitants then had to look about for other means of employment. Colonel William Reid, the Governor at this critical period, solved the difficulty to some extent by calling attention to the agricultural possibilities of Bermuda, and now, though only one-quarter of their area is suitable for cultivation, the islands yield crops of potatoes, onions, tomatoes, celery, and other vegetables which find a market in Canada and the United States in the months in which those products are not in season in America.

Bermuda might indeed be described as the Market Garden of North America. Within the last thirty or forty years a lily bulb industry has also been developed with success, thanks to the efforts of General Russell Hastings, and large quantities of the variety known as *Lilium longiflorum Harrisii* are grown. Arrowroot, for which Bermuda was once famous, is no longer produced on a commercial scale. Fish of great variety abound in the waters surrounding the islands, and form the basis of a profitable local industry. Green and hawksbill turtle are also caught, and shipped overseas.

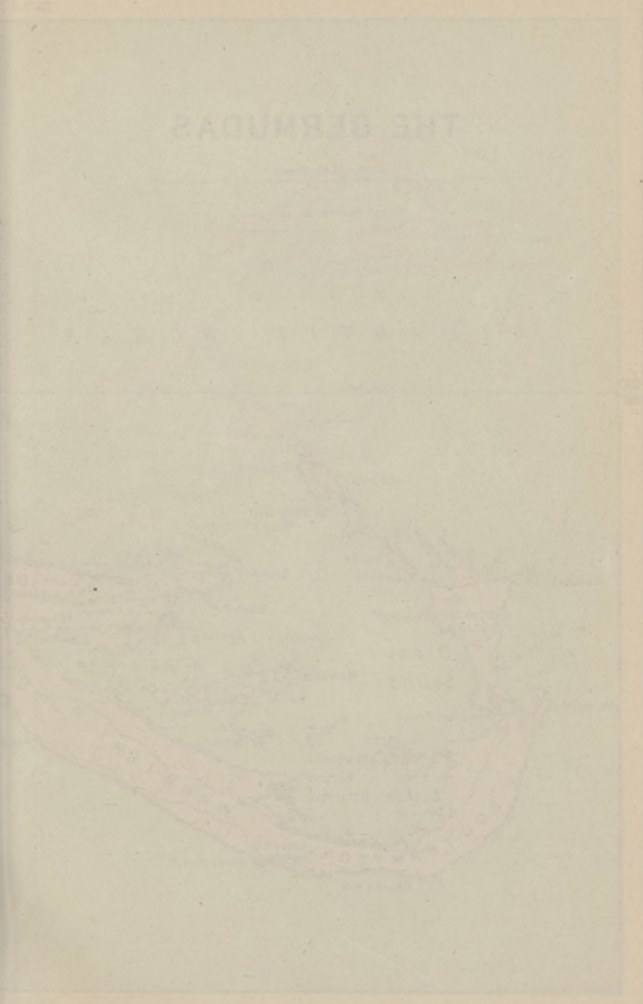
Bermuda is steadily growing in importance as a tourist resort, and about sixty-five per cent. of the Colony's revenue is derived from the tourist "industry." Most of the visitors are from the United States and Canada, and there is a summer as well as a winter season.

CLIMATE. Bermuda is justly famed for its climate, which, though less equable than that of the islands within the tropics, is particularly pleasant during the winter months, when the temperature ranges between 60° and 70° Fahr. During the greater part of the year the islands are swept by health-giving ocean breezes and, except perhaps in September, the climate is rarely oppressive. The annual rainfall is about sixty inches.

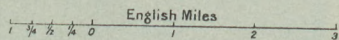
HISTORY. The discovery of Bermuda is attributed to Juan Bermudez, a Spaniard, who touched there in his ship *La Garza* (the Hawk) in 1515, and gave the islands their principal name. Ferdinando Camelo, a Portuguese from the Azores, submitted a scheme to the King of Spain in 1527 for colonising the islands, but it proved abortive, and the only evidence that he ever took possession is furnished by his initials and "1543" inscribed on what is now called "Spanish Rock" on the Main Island. In 1593 one Henry May was wrecked in a French ship on the shoals off Bermuda, and reaching the shore remained there for five months. After that year the islands were often sighted by mariners who called them the "Isles of Devils" in consequence of their evil reputation for storms and hurricanes.

The next recorded visitor was Sir George Somers, a worthy of Dorsetshire. When on a voyage to the newly formed colony of Virginia in 1609, he was separated from his companions in a terrific storm, and his vessel, the *Sea Venture*, being wedged between two rocks off what is now St. George's Island became a total wreck. On July 28th the ship's company managed to land, and they remained on the islands until the following May, when they succeeded in reaching Virginia in ships of their own building. The circumstance that they found the colonists there almost starved prompted Somers to return for supplies to Bermuda, which he described as "the most plentiful place that I ever came to for fish, hogs, and fowl." Soon after his arrival, however, he died, and while his heart was buried where the town of St. George's now stands, his body was taken to England and interred at Whitchurch in Dorsetshire. Bermuda was now most

THE BERMUDAS



THE BERMUDAS



Parish Boundaries - - - - -
Roads - - - - -

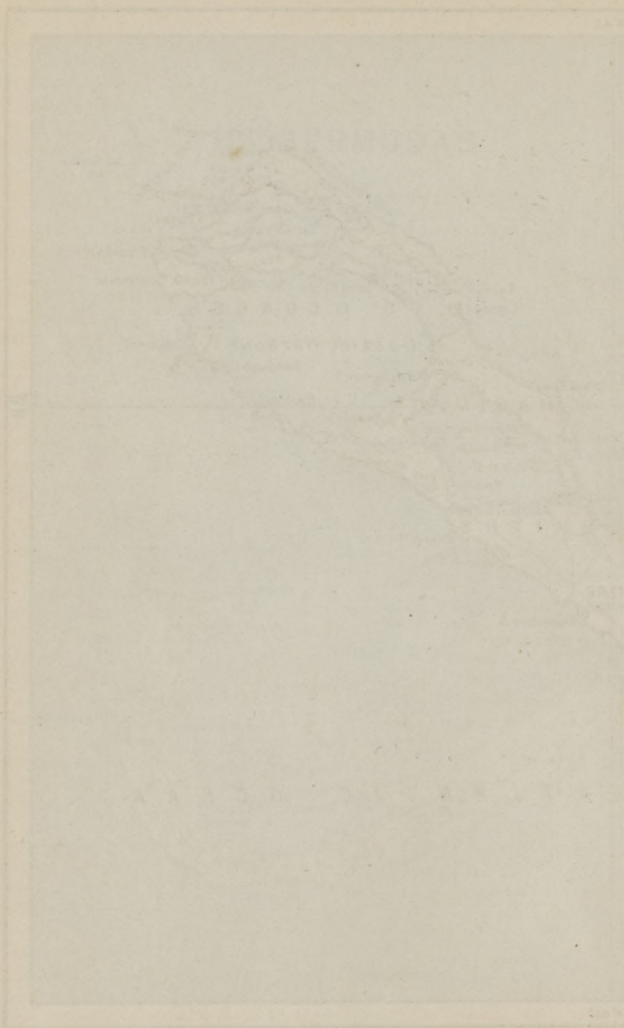
A T L A N T I C O C E A N



64° 45'

32° 20'

64° 45'



favourably spoken of. In 1612, fifty settlers were despatched to the islands by the Virginia Company, whose charter was extended to include the "Somers Islands" as they were called; and Richard Moore, ship's carpenter, was made first Governor. Three years later, the islands were sold to "the Governor and Company of the City of London for the Plantation of the Somers Islands," and they remained in the possession of that concern until 1684, when it was dissolved in consequence of the complaints of the settlers.

At the beginning of the Commonwealth the Bermudians remained Royalists, and, in company with Barbados, Antigua, and Virginia, Bermuda was consequently penalised by the Act of the Long Parliament which prohibited trade with those colonies; but in February, 1652, the Governor and Council took the oath of allegiance and the ban was removed. In 1679 the settlers having appealed to the Crown for the redress of grievances against the Company, the charter of the latter was withdrawn and the settlement became an English colony, as which it has prospered greatly.

CONSTITUTION. Next to the House of Commons the House of Assembly of Bermuda is the oldest legislative body of the kind in the British Empire. Representative government was introduced into the colony in 1620, or one year only after the Assembly of Virginia—the first in the British colonies—was established.

The Governors have, since 1684, been appointed by the Crown, and the laws are enacted by a local legislature consisting of the Governor, a Legislative Council of nine members, three of whom are official and six unofficial, and a House of Assembly, comprising thirty-six members, four of whom are elected by each of nine parishes. The Governor is assisted by an Executive Council consisting at present of four official and two unofficial members. It is noteworthy that the members of the Executive and Legislative Councils and the House of Assembly receive 8s. (\$1.92) for each day's attendance, a negligible fee compared with that paid to legislators in Great Britain.

ACCOMMODATION. Bermuda has hotels and boarding houses to suit all tastes. The prices quoted below are the *minimum* rates per day for board and lodging, or what is called the "American plan."

Hamilton. *Hotel Bermudiana*, overlooking the harbour, \$9.00 (£1 17s. 6d.); *Hamilton Hotel*, on the hill-side above the city, \$7.00 (£1 9s. 2d.); *Princess Hotel*, at the west end of the city, so called after H.R.H. Princess Louise, who visited Bermuda in 1883, \$9.00 (£1 17s. 6d.); *American House* and *Imperial Hotel*, \$6.00 (£1 5s.); *New Windsor* and *Colonial Hotels*, \$5.50 (£1 2s. 11d.). **Pembroke.** *Grasmere-by-the-Sea*, \$5.00 (£1 0s. 10d.). **Devonshire.** *The Poincianas*, \$8.00 (£1 13s. 4d.). **Paget.** *Hotel Inverurie*, \$6.00 (£1 5s.). **Warwick.** *Belmont Manor*, \$6.00 (£1 5s.). **Flatts.** *Hotel Frascati*, \$6.00 (£1 5s.). **St.**

George's. The *St. George Hotel*, on the Rose Hill property, once owned by Governor Tucker, \$6.00 (£1 5s.) per day and up.

Somerset. *Summerside*, \$4.00 (16s. 8d.) per day.

In summer, the Bermudiana, Hamilton, and Princess are closed, but the other hotels remain open and accept guests at slightly reduced rates. Bermuda's tourist business being mainly with America, hotel rates are quoted in dollars.

There are also throughout the colony numerous boarding houses, a list of which is given in folders published by the Bermuda Trade Development Board. Furnished cottages and bungalows may be rented at from \$300 to \$3,000 for the season.

COMMUNICATIONS. Bermuda can be reached occasionally from England direct in about ten days, from England *via* La Rochelle in sixteen days, from New York in less than forty-eight hours, and from Canada in four days (*see* Appendix I), and also by air (*see* Appendix II).

The islands have admirable roads covering 109 miles, fifteen of which are under military control. The use of motor-cars is prohibited, a circumstance which adds greatly to the comfort of visitors.

There are several livery stables where carriages can be obtained at rates of hire authorised by the Government. Bicycles can also be hired from 2s. (48c.) per hour.

An Island Steam Service is maintained daily between Hamilton (shed No. 6) and Mangrove Bay (40 mins.), and Ireland Island (40 to 60 mins.). Single fare, 2s. (48c.). There are regular steam ferry services between Hamilton (foot of Queen Street) and Paget across the harbour daily (including Sundays), fare 3d. (6c.) each way, and between St. George's (Market Wharf) and St. David's daily (Sunday excepted). There is also a boat ferry service between Hamilton (near shed 6) and Paget West.

Steam-launches, steamers, and motor-boats can be hired by the day or trip. Sailing boats can be engaged at rates from £1 5s. (\$6.00) per half-day; and rowing boats and canoes from 8s. (\$1.92) per day.

A light railway (or tram road) connects Hamilton with St. George's.

SPORTS. Bermuda affords unique opportunities for the enjoyment of many forms of outdoor sport. It has six **Golf courses**—namely, those of Riddell's Bay Golf and Country Club (18 holes) in Warwick, reached from Hamilton by motor-boat in 20 minutes; the Mid-Ocean Club (18 holes), half-way between Hamilton and St. George's; Belmont Manor (9 holes), 6 minutes by ferry from Hamilton; Elbow Beach (18 holes), reached by bus from Hamilton in 30 minutes, or by ferry to Paget; Prospect Garrison Golf Club (9 holes) on the North Shore, north-east of Hamilton, and St. George's Garrison Officers' Club (9 holes). Except those of the Mid-Ocean Club, which are restricted to members and their friends from January to May, all are open

to visitors. Green fees range from 5s. (\$1.20) per day upwards. The Bermuda Open Amateur **Lawn tennis** Championship held during the first week in March attracts many stars of the American tennis firmament. Other sports worthy of particular mention are **Horse racing, Sailing, Bathing, Fishing, Riding, Cycling, Cricket,** and **Clay-pigeon shooting.** Foremost among the many clubs devoted to sport besides those mentioned above are the Royal Bermuda Yacht Club, founded by Mr. Samuel Triscot in 1841, the Hamilton Dinghy Club, the St. George's Yacht Club, the Bermuda Boat and Canoe Club, the Bermuda Athletic Association, the Bermuda and Garrison Hunt Club, and the Bermuda Tennis Club, as well as many others throughout the colony devoted to the encouragement of **Cricket, Football,** and other forms of sport.

SIGHTS. The first land which visitors to Bermuda usually sight is the eastern end of St. George's and St. David's Head on the island of the same name. Some nine miles from the shore is the projecting pinnacle of rock known as **North Rock** on which a light has now been placed. "It consists," wrote Prince Albert Victor and Prince George of Wales (now King George V), who visited Bermuda in 1880, in "The Cruise of H.M.S. *Bacchante*."

"of three or four jagged brown sandstone teeth, that stand up a dozen or fifteen feet above the water and rise from a widespread and submerged stone plateau in the midst of the northern reefs."

On approaching the islands, steamers enter "**The Narrows,**" a buoyed ship-channel round the eastern end of St. George's, and proceed along the north coast inside the dangerous coral reefs and shoals to Grassy Bay—a secure anchorage off Ireland Island—and thence by Stag Rock and Two Rock passages to Hamilton, where even large steamers now berth.

The reef to the right on entering "The Narrows" is **Sea Venture Flat,** on which Sir George Somers was wrecked in 1609 (*see* page 42). It was near the north-east corner of St. George's that Sir Thomas Gates built the *Deliverance* which, with the *Patience* built by Sir George Somers on Main Island, carried the stranded company of the *Sea Venture* to Virginia. On the hillside, the barracks of part of the Imperial Garrison are seen. After rounding St. Catherine Point, on which

Fort Catherine stands, Murray Anchorage is reached. The islands passed in succession are St. George's, at the extremity of which is a Martello tower erected in 1822, the tiny Coney Island—which widely differs from its namesake near New York and has on it a curious tower where salt raked in Turks Islands used to be stored for transshipment—and Long or the Main Island. Flatt's Village is soon clearly discerned with North Village just beyond. Behind it is Mount Langton, the residence of the Governor, and a little beyond is Admiralty House on Clarence Hill.

Looking south, as the steamer lies in **Grassy Bay**, one sees Ireland Island on the starboard or right-hand side, with its dockyard and naval establishment over which floats the White Ensign of the Royal Navy. Next to it are Boaz and Watford Islands, with Somerset Island and the Main Island beyond. The highest point to strike the eye is Gibbs Hill, rising 245 feet above the sea and surmounted by a steel lighthouse. To a visitor from northern climes the scene is full of novelty, and it would be difficult to describe adequately its charm. The islands are covered with a mantle of vivid green grass, while the surrounding sea, on the other hand, is a deep cobalt blue which shows up the brilliant yellow Gulf weed floating on the surface (*see* page 29). Pinnacles and motor-launches flit here and there, and yachts spread their sails to receive the almost constant breeze. The water is so clear in these favoured regions that rocks, which are really fathoms below the surface, can be seen so distinctly that they appear to be quite near.

From Grassy Bay steamers pass along the narrow Stags and Two Rock channels in a south-easterly direction to the land-locked harbour, on the north side of which stands **Hamilton** (population about 2,500), the capital of the Bermudas. Overlooking Pitt's Bay at the west end of the town is the large **Princess Hotel**, erected by local enterprise in 1884 and named in honour of H.R.H. Princess Louise. Also conspicuous is the **Hotel Bermudiana**, built on properties known as Rosebank, Long House, and Richmond, and opened in 1924.

Hamilton, which owes its name to Henry Hamilton, Governor when it was incorporated in 1790, succeeded St. George's as the seat of Government in 1815. It is a picturesque town of white houses laid out on a rectangular plan on gently rising ground. The principal shops or stores and merchants' warehouses and the **Cable Office** are in **Front Street**, which runs parallel with the wharves, and in Queen Street, leading to the Hamilton Hotel. Turning to the right along Front Street on landing at the wharf one comes to a square, green with many trees, among which is a cedar planted by Prince Alfred, afterwards Duke of Edinburgh, the uncle of King George V, when he visited Bermuda in 1862.

A monument in the square perpetuates the memory of William Reid, Governor from 1839 to 1846, who was the first to call attention to the agricultural possibilities of the Bermudas. It is inscribed :

ERECTED

A.D. MDCCCLXI

BY AUTHORITY OF THE LEGISLATURE IN GRATEFUL
REMEMBRANCE OF THE PUBLIC SERVICES AND PRIVATE
WORTH OF MAJOR-GENL. SIR WILLIAM REID, K.C.B.,
GOVERNOR OF BERMUDA FROM 1839 TO 1846.

On the north side of the square stands the **Public Buildings** erected in 1839, which contain the Council Chamber and usual Government offices. On the south side is a Cenotaph, unveiled on May 6th, 1925, to the memory of Bermudians who fell in the Great War, 1914-1918. It is a replica of Sir Edward Lutyens's masterpiece in Whitehall, London.

Behind the Public Buildings stand the **Post Office** (open daily—Sundays and holidays excepted—from 8 A.M. to 6 P.M. in summer and from 8 A.M. to 5 P.M. in winter), and the **Sessions House**, erected in 1817, the upper part of which is devoted to the House of Assembly and the lower to the Courts of Justice. The Clock Tower, lighted by electricity at night, was erected in 1893 to commemorate Queen Victoria's Jubilee in 1887.

Passing from the wharves up Burnaby Street, the first cross-road is Reid Street, so-called after Governor Reid,

in which are situated the **Masonic Hall** and the **Post Office** (both to the right). Proceeding farther up Burnaby Street, we come to Church Street, in which are the Cathedral (to the right) and the Hamilton Hotel (to the left). The **Cathedral**, dedicated to the Holy Trinity, has a seating capacity of 1,200. It replaces a building destroyed by fire in 1884. The chancel was consecrated on May 11th, 1911, by Bishop Jones. The building is a handsome one built of native limestone faced with Caen stone for the doors and windows. The tower (144 feet high) is partly built of Nova Scotia freestone. The total cost was about \$200,000.

The foundation-stone of the palatial **Hamilton Hotel** was laid with full Masonic honours by Captain Charles Elliott, R.N., the then Governor of Bermuda, in August, 1852, but the hotel was not opened until 1863. Since that year it has received many additions, and it may now be considered one of the best hotels in this part of the world. Opposite the hotel is the **Mechanics' Hall**, built in 1850 to house the Bermuda Mechanics' Beneficial Association. On the left-hand side of Queen Street are the grounds of **Par la Ville**, in which there is a famous rubber tree. In the former residence is the **Museum** of the Bermuda Natural History Society (open 10 A.M. to 4 P.M., Sundays excepted). Here also is the **Public Library**.

The north end of Burnaby Street is called **Cedar Avenue**, a delightfully shady walk skirting one side of **Victoria Park**, an ornamental garden containing many beautiful flowering shrubs and trees, a somewhat conventional bandstand erected to commemorate Queen Victoria's Jubilee, which was formally opened in 1890, and a **War Memorial** to the memory of members of the Bermuda Volunteer Rifle Corps who fell during the Great War, 1914-1918.

A continuation of the road leads to **St. John's**, the parish church of Pembroke Parish. In it lie the remains of Bishop Field and Sir Robert Laffan, Governor from 1877 to 1882, whose name survives in "Laffan's Plain," Aldershot.

Mount Langton the Governor's residence (about 1 mile from the wharf), is reached by way of Burnaby Street and Cedar Avenue. Designed by Messrs. Hay and Henderson, of Edinburgh, it was begun in 1886 and completed in 1892. The property received its name from an estate in Berwickshire owned by Sir James Cockburn, Governor of Bermuda from 1814 to 1819. Here the representative of the Sovereign dispenses hospitality, and many enjoyable "At Homes" are held in the charming grounds which were purchased by the Government in 1814.

Clarence Hill (4 miles from the wharf), the residence of the senior officer on the America and West Indies station, of which Bermuda is the headquarters, is no less favourably situated. It stands about $1\frac{1}{2}$ miles to the west of Mount Langton. The property was purchased by the colony in 1816 for £2,000 and presented to the Crown. The grounds, though divided by the Spanish Point road, are connected by a tunnel cut in the limestone rock. A slope leads to Clarence Cove or Abbot's Bay, where there is a delightful bathing-place.

The small island in Hamilton Harbour, known as **White's Island** (5 minutes' row by boat), is much frequented on account of the excellent bathing to be had there. It is private property and bathers are charged a small fee.

Ireland Island can be reached either by road or by water ($6\frac{1}{4}$ miles by steamer; 14 miles by road; 2 hours by carriage). Steamers of the Bermuda Transportation Company perform the journey under contract with the local Government for the conveyance of the mails, and call also at Boaz Island and Mangrove Bay, Somerset Island. Leaving the wharf they pass among an archipelago of islets through Two Rock Passage into the Great Sound. **Oxford Point** is passed on the right, with a quaint monument of tools, bayonets, and iron hoops erected by the men of the 56th Regiment, now the 2nd Battalion of the Essex Regiment, who were isolated there during an outbreak of yellow fever many years ago. On approaching Ireland Island, the **Commissioner's House** on

East Point is a conspicuous object. In a sheltered position off the island lies a huge **Floating Dock** with a length over all of 545 ft., breadth 126 ft. 2 ins., and an extreme lifting power of 17,500 tons. This mammoth dock was built at Wallsend-on-Tyne and was towed to Bermuda by powerful tugs in the early summer of 1902, the voyage taking over fourteen weeks. The enclosed basin in which vessels can lie in perfect security is called the **Camber**.

Ireland Island was purchased by the Imperial Government as a site for a naval station in 1809, and preliminary operations were begun in the following year by slave labour. Convict labour was substituted for that of slaves in 1824, and the convicts were stationed on Boaz Island where the military barracks now stand. The convicts were withdrawn in 1863, and the graves of those of them who died during their sojourn in the islands alone remain to remind one of them. In the cemetery there are also the graves of many gallant Naval and Military officers and men who served the Empire in past generations. Permission can be obtained to visit the **Dockyard**, which can be inspected on week days between the hours of 10 A.M. and noon. Visitors should remember that no photographs may be taken of the dockyard or of any of the fortifications in the islands. When the North America and West Indies fleet was replaced before the war by a special Cruiser Squadron in pursuance of the policy of the "Blue-Water" school, the dockyard became less busy than it used to be; but it is now more resorted to again. There is much of interest to be seen. In the twin towers of the main building are two clocks—one to tell the time of day and the other that of high tide. A slab bears the inscription:

BERMUDA YARD
 LATITUDE XXXII°. XIX'. I". N.
 LONGITUDE LXIV°. LI'. XXXVI" W.
 BY CAPTAIN OWEN, R.N.

Visitors should on no account omit to ask their cicerone to point out the old ship's bell of the *Shannon*, an interesting souvenir of the memorable engagement between

that vessel and the American frigate *Chesapeake* off Boston on June 1st, 1813. It hangs in a niche in the wall near by. After a desperate encounter lasting eleven minutes, during which Captain Philip Vere Brooke of the *Shannon* was disabled, and Captain Lawrence of the *Chesapeake* was fatally wounded, the American vessel after a gallant fight was compelled to strike her colours, which now hang in the Royal United Service Museum in Whitehall, London. The bell, which bears the date 1740, was cracked by a bullet.

Below the niche is a tablet inscribed :

BELL SAID TO HAVE BELONGED TO H.M.S. SHANNON
AND DAMAGED DURING HER ENGAGEMENT
WITH THE U.S. FRIGATE CHESAPEAKE
1ST JUNE, 1813.

This historic bell was exhibited in the Bermuda Pavilion at the British Empire Exhibition at Wembley in 1924 and 1925.

The road for carriages or cyclists to Ireland Island is clearly shown on the map which faces page 42. Pedestrians can take a short cut by crossing by ferry from Hamilton to Paget. The several islands traversed are connected by bridges, and some exquisite views can be obtained *en route* of the islands in the Great Sound, on which many Boer prisoners were confined during, and immediately after, the last South African War. Visitors wishing to get a good idea of the " lie of the land " should make a detour at **Gibbs Hill** and ascend it (245 ft.) and the lighthouse (105 ft. 9 ins. to the gallery) which commands a truly magnificent view. The lighthouse, which is of steel, was erected at a cost of £5,500 between 1844 and 1845, and the present revolving light was installed in 1904. It has an illuminating power of 99,930 candles and its light can be seen for a distance of twenty-seven miles.

On **Scaur Hill**, Somerset Island, the road passes uphill through a deep cutting in the coral rock. Above this cutting on the right-hand side (proceeding from Hamilton) there are the remains of an old fort. Scrambling

“cross-country” through the ruins, one passes at the farther end an old water-tank, and following the pipe line for a few yards down the farther side of the hill one comes across a “milestone,” probably erected by some Engineers stationed at the fort in times gone by. It is inscribed :

LONDON
3076
MILES.

A few yards farther on is a Memorial to “DON,” the Regimental dog of the 13th Company of the Royal Engineers. “Died 13th February, 1877.”

A steam ferry crosses Hamilton Harbour to **Salt Kettle**. In the seventeenth and eighteenth centuries, when the Bermudians were actively engaged in the salt industry in Turks Islands (*see* page 293), Salt Kettle was one of the *entrepôts* of the trade. Here the salt was stored prior to transhipment to America.

St. George's (12 miles ; by the North Shore Road by carriage $1\frac{3}{4}$ hours) can be reached from Hamilton by the North Shore, Middle, or South Shore Roads, which converge at Flatt's Village. Visitors are recommended to go by the first-named road, which is by far the most pleasant, and to return by the South Shore. The North Shore Road, which runs along the coast at the foot of the main ridge extending from Spanish Point opposite Ireland Island eastwards, is reached by way of Cedar Avenue, St. John's Church, and Mount Langton. The old church dates from 1621 ; but it was rebuilt in 1721, and again in 1821. Where the road turns to the right along the coast, is a curious rock known as the **Ducking Stool**. Tradition has it that it was here that the local “scolds” were punished in the approved style in the olden days. Two miles farther are **The Wells** where H.M. ships used to water before the present tanks were erected.

Flatt's Village ($4\frac{1}{4}$ miles ; $\frac{1}{2}$ hour from Hamilton), which stands at the very narrow mouth of a large inlet of the sea called Harrington Sound, is the next point of interest. The small island just off the coast, with which

it is connected by a small causeway, is **Gallow's Island**. A post at its highest point identifies the spot where a negro slave was hanged on a gibbet in 1754 for murdering his master. Flatt's was once a shipping port of some size. Just across Flatt's Bridge, on the Harrington Sound side of the road, is the well-stocked **Aquarium**, built in the old Colonial style of native stone.

The **Middle Road** to Flatt's Village begins at the east end of Hamilton and joins the North Shore Road at Zuill's Park, a distance of half a mile from the village passing **Prospect Hill**, the military camp. This road can be taken on excursion to Spanish Rock (3 miles, *see* pages 42 and 58) and Knapton Hill (4 miles).

Harrington Sound is a large inlet of the sea which, but for a narrow mouth bridged at Flatt's, would be an inland lake. It is always a source of great attraction to visitors, and especially to those of them who are interested in Geology, for in its neighbourhood there are many remarkable limestone caves. The island to the north-east of Flatt's is **Trunk Island**. After crossing the Flatt's Bridge, the visitor can proceed by either the shorter North Road or the longer but more interesting South Road, which together encircle the Sound, meeting in the neighbourhood of the Causeway (*see* next page). The **Mid-Ocean Club** (*see* page 44) has a frontage of 6 miles on Harrington Sound, Castle Harbour and the Atlantic Ocean. The most direct route to St. George's is by the North Road, passing **Shelley Bay**, which affords a good view of Ireland Island and Somerset Island, and **Bailey's Bay**, in the neighbourhood of which are the justly famed **Joyce's Caves** with their many stalactites and stalagmites. The long cave with two entrances recalled to the minds of the young Princes in 1880 (*see* page 45) that of which Stephano in "The Tempest" (Act ii, scene 2) said "My cellar is in a rock by th' sea-side, where my wine is hid." To approach the second cave ladders are needed, and here the stalactites are even more remarkable, assuming as they do all kinds of fantastic shapes. A stalagmitic bust of Shakespeare is shown among other curiosities.

The South Road round the Sound passes many points of interest, the most notable of which perhaps is the **Devil's Hole**, now the property of the Trott family. This pool, which is also known as the **Grouper's Grotto** and **Neptune's Grotto**, is stocked with fish whose every movement can be plainly seen in the remarkably clear water, which rises and falls with the tide, being connected with the sea and not with the Sound. At the eastern corner of the Sound is the old property known as Paynter's Vale, and above it rises **Paynter's Hill**, which is very well worth climbing for the sake of the superb views that it affords of the Sound on one side and Castle Harbour on the other. Near by is **Shark's Hole**, another interesting cave over which the road passes, and proceeding farther one comes to the famous **Walsingham Caves**, which well repay a visit. It was at Walsingham that Ireland's poet, Tom Moore, resided for a few months when he was Registrar of the Vice-Admiralty Court. A facsimile of his house was erected at Wembley to accommodate the Bermuda exhibits at the British Empire Exhibition in 1924 and 1925. Tom Moore did not remain long in the islands, but delegated his duties to another man. The poet's calabash tree is also pointed out to visitors. Near the house are the **Leamington Caves**, and a little farther on the **Crystal Caves**, perhaps the finest in the island. In the same neighbourhood there are also the scarcely less famous **Fern Caves**, the **Blue Hole**, and **Castle Grotto**, all of which should be inspected.

The South Road eventually joins the North in the neighbourhood of the **Causeway**. Until 1871 communication with the island of St. George's could only be effected by ferry from Coney Island to the mouth of Castle Harbour, and in bad weather the capital was often cut off from the other islands for days at a time. In that year, however, St. George's was connected with the Main Island by means of a causeway, which was begun in 1867 under the direction of Lieutenant Hime, R.E., and opened amid the rejoicings of the inhabitants in 1871. The length of this causeway from the spot

called Blue Hole at which it starts is one mile and 1,430 yards, and the cost of its construction was £32,000, towards which the Imperial Government contributed £8,500. For the first part of the distance the causeway crosses the open harbour like the bridges from Mestre to Venice. It is then carried over Long Bird Island, which is connected with Stocks Point on St. George's Island by a swing-bridge. This when open affords access to St. George's Harbour from the north. From Stocks Point the road to the old capital leads round Mullet Bay and under the guns of the old Fort George, affording superb views of characteristic Bermudian scenery.

St. George's, like the island on which it stands, owes its name to Sir George Somers. It is an exceedingly picturesque town of 1,500 inhabitants which was founded in 1612, and incorporated in 1797. Until 1815, when the seat of Government was transferred to Hamilton, it was the capital of the Bermudas. St. George's stands on the shores of the harbour of the same name, which is well protected from the south by St. David's Island, and is approached from the sea by a narrow channel known as the Town Cut, commanded by the guns of **Fort Cunningham** on Paget's Island. St. George's is built on sloping ground, on the highest part of which is Fort George; but it is shut in on the north by rising ground on which military barracks are situated.

The principal landing-place is at the **Market Square**, off which stands the small **Ordnance Island**. The **Town Hall** faces the square.

The **Hotel St. George**, opened in 1907, stands on the Rose Hill property, once the residence of Governor Tucker (1803-1805), about 100 feet above the town. It commands a noble view of Castle Harbour, Castle Island, and St. David's. In front of the hotel are two trees said to have been planted as sprigs from a bride's bouquet many years ago. Behind the old Government House is the entrance to the **Public Gardens**, which deserve a visit. In the wall on the left-hand side of the

entrance is a tablet to the memory of Sir George Somers. It was erected at the instance of Governor Sir John H. Lefroy, and is inscribed :

NEAR THIS SPOT
 WAS INTERRED IN THE YEAR 1610,
 THE HEART OF THE HÉROIC ADMIRAL
 SIR GEORGE SOMERS, Kt.,
 WHO NOBLY SACRIFICED HIS LIFE
 TO CARRY SUCCOUR
 TO THE INFANT AND SUFFERING PLANTATION
 NOW
 THE STATE OF VIRGINIA.
 TO PRESERVE HIS FAME FOR FUTURE AGES,
 NEAR THE SCENE OF HIS MEMORABLE
 SHIPWRECK, 1609,
 THE GOVERNOR AND COMMANDER-IN-CHIEF
 OF THIS COLONY FOR THE TIME BEING
 CAUSED THIS TABLET TO BE ERECTED
 1876.

In 1620 Governor Nathaniel Butler caused the following inscription to be placed over the spot :

In the year 1611¹
 Noble Sir George Summers went hence to heaven,
 Whose well-tryed worth that held him still imploid
 Gave him the knowledge of the world so wide ;
 Hence 'twas by Heaven's decree that to this place
 He brought new guests and name to mutual grace ;
 At last his soul and body being loth to part
 He here bequeathed his entrails and his heart.

Near the Somers' tablet is the inscription :

CHARLOTTE HOPE
 POSUIT
 JOHANNES HOPE
 PRAEFECTUS
 25TH DECEM. ANNO. 1726.

The memory of the founder of the colony is further perpetuated by a monument in the Public Gardens which was unveiled on February 14th, 1911, by the then Governor, Sir F. W. Kitchener, the funds being provided by the Colonial Legislature.

¹Sir George Somers died in 1610. 1611 is no doubt poetic licence.

It is inscribed :

1609-1909
 IN COMMEMORATION OF THE
 SETTLEMENT OF THESE ISLANDS
 ON THE 22D OF JULY, 1609
 AND
 IN HONOUR OF ADMIRAL
 SIR GEORGE SOMERS, Kt.
 AT WHOSE INSTANCE LARGELY
 THE SETTLEMENT WAS EFFECTED
 THIS MEMORIAL
 HAS BEEN ERECTED OUT OF A
 GRANT MADE BY THE LEGISLATURE
 OF THE COLONY.

The **Post Office** and **Customs** are in a building in Water Street to the east of the Market Square.

The old church of **St. Peter's** in York Street deserves a visit. It was built in 1713 on the site of one erected as far back as the year 1612 by Governor Moore. The tower was added in 1814. The Communion plate, which is dated 1684, was the gift of King William III.

There are several quaint epitaphs in the church and churchyard. Within the church a mural slab to the "Memory of Christopher Hayland: Lieut." (died 14th Nov., 1817) after recording that deceased left "an affectionate wife and infant son to lament his loss," concludes :

Alas, he is not lost
 But is gone before.

In the churchyard, a monument is erected beside the footpath to the north-east of the church inscribed :

HERE LIETH THE BODY OF
 MRS. MARY BELL, WIFE OF DR. RICHARD BELL
 WHO DEPARTED THIS LIFE THE
 13TH OF MARCH, 1783.
 AGED 17 YEARS.

ALSO THEIR TWO DAUGHTERS WHO DIED IN APRIL, 1783.
 ONE AGED TWO YEARS THE OTHER THREE WEEKS.

The doctor was evidently fond of children !
 Another stone to the west of the church, a few feet from the path, is erected in memory of William Campbell

Colson, aged 61 years (1836), and Henry Hall Hayward, aged seven months (1833). The epitaph ends :

Heaven gives us friends to bless the present scene
 Resumes them to prepare us for the next
 All evils natural, are moral goods,
 All discipline, indulgence, on the whole.

Many pleasant walks and expeditions can be enjoyed from St. George's, notably to the Barracks, which command a very fine view, and to St. David's Island.

Returning to Hamilton, the South Road can be joined either at Tucker's Town or at the Devil's Hole. At Tucker's Town the road traverses the Mid-Ocean Golf Course (*see* page 44). The beach and natural arch at **Tucker's Town** merit inspection. The first place of interest reached is **Peniston's Pond** (2 miles), a brackish lake apparently separated from, but really communicating with, the sea by underground channels. Near by is the historic **Spanish Rock** inscribed :

F+
 1543

which is shown to prove that the Portuguese Ferdinando Camelo, to whom reference is made above (*see* page 42), actually visited Bermuda. The military road between Tucker's Town and Spanish Rock is justly claimed by the Bermuda Almanack to be an "unrivalled seaside drive."

Visitors to Bermuda wishing to explore the islands to the best advantage should, on arrival, put themselves in communication with the Bermuda Trade Development Board in Hamilton which is glad to furnish reliable information regarding the Colony.

In the eighteenth century superstitious bluejackets on the West Indies station believed that the Bermudas were floating on the ocean. There were no real grounds for such a remarkable theory. Those beautiful islands are securely anchored to the bed of the Atlantic, and to the hearts of those who have been fortunate enough to visit them.

CHAPTER IV

THE BAHAMAS

Expulsis piratis commercia restituta.

The Colony's Motto.

THE BAHAMAS consist of a chain of coral islands with a total area of $4,403\frac{1}{2}$ square miles. Lying between latitude $21^{\circ} 42'$ and $27^{\circ} 34'$ N. and longitude $72^{\circ} 40'$ and $79^{\circ} 5'$ W., they extend from off the coast of Florida to the north of Haiti, and include twenty-nine inhabited islands and over 3,000 islets and rocks. The principal islands are: New Providence (in which is Nassau, the capital), Abaco, Harbour Island, Eleuthera, Inagua, Long Cay, the Biminis, Cat Island, Ragged Island, Rum Cay, Exuma, Long Island, and San Salvador, or Watling's Island, all of which are Ports of Entry; and Grand Bahama, Crooked Island, Acklin Island, Mayaguana, the Berry Islands, and Andros. Their population is 58,101.

The large islands are for the most part situated on the eastern edge of the plateau on which the archipelago rests, and rise precipitously from great depths of ocean averaging between 2,000 and 2,700 fathoms within a mile from the shore. On the west there is a vast submerged bank stretching from the Gulf Stream to within a few miles of the coast of Cuba over which the depth of water rarely exceeds four fathoms. On the south, between Long Island and Long Cay, there is a deep-water channel only forty miles wide, known as Crooked Island Passage, through which vessels going to and from Canadian and North American ports and the Panama Canal pass.

New Providence lies on the south of the Providence

Channel and is situated on the very edge of soundings, the depth of water within half a mile of Nassau Harbour being 1,800 ft. Off its western and southern shores there lies an extraordinary body of deep water, known as the "Tongue of the Ocean," which separates New Providence from Andros.

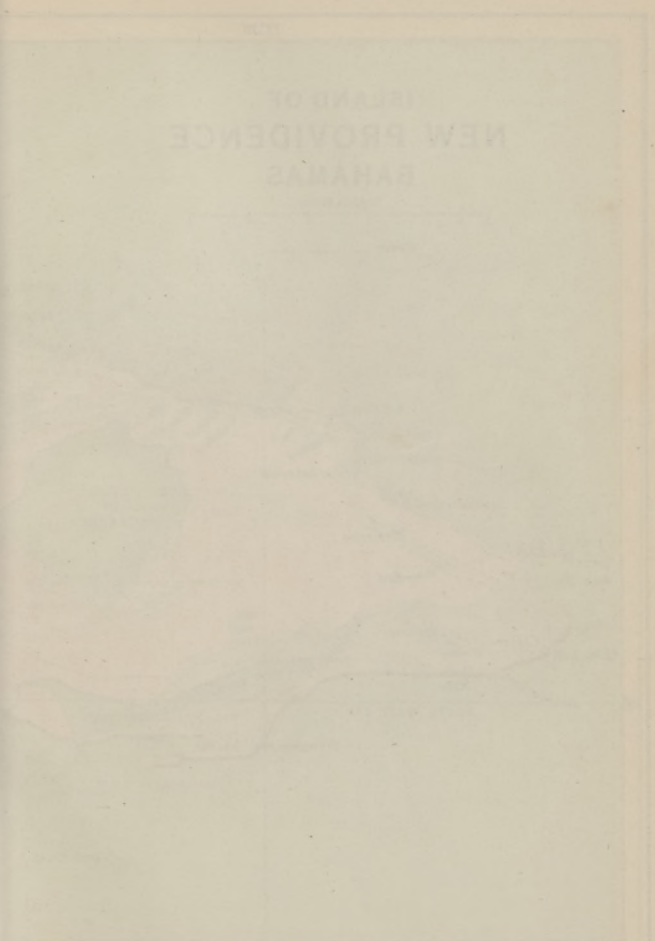
The larger islands all have the same general configuration. They are protected by long and dangerous reefs, shifting sand bores and coral heads, access to the land being obtained by tortuous passages and narrow openings navigable only by vessels of shallow draft. The land rises abruptly from the sea to a long narrow ridge, seldom more than 150 ft. high, behind which is a marshy swamp, studded here and there with shallow pools and lagoons. Beyond these again rises another low ridge. The land is nowhere of great elevation, the highest point (in San Salvador) being only 240 ft. high; while Grand Bahama is less than 40 ft. above high-water mark. There are no minerals of any kind in the colony and the only deposits of any commercial value are formed in the numerous caves in the shape of bat manure, known locally as Cave Earth, the exportation of which is prohibited. The islands, however, produce fairly good building stone (coral detritus), of which the more ambitious houses and edifices are built. The development of an export trade with this material has possibilities. The only river in the entire group is in Andros Island and even that is little more than a creek.

INDUSTRIES. The principal industry of the Bahamas is the collection of sponges in which several hundreds of small vessels and boats are employed. The sponges are hooked up from the bottom of the sea, and some hundreds of men and women are employed, principally in Nassau, clipping, sorting and packing them for export. Other marine exports are tortoiseshell (from the hawks-bill turtle) and Conch shells.

The principal agricultural products raised are tomatoes, sisal hemp and Cascarilla bark. An American company holds concessions for cutting pine lumber in Abaco, Andros, and Grand Bahama. Bahamas pitch pine is the hardest and the heaviest known in the world. For flooring it is unequalled, but it is said that carpenters object to it as it is impossible to drive a nail into it without first boring a hole.

1771

ISLAND OF
NEW PROVIDENCE
BAHAMAS



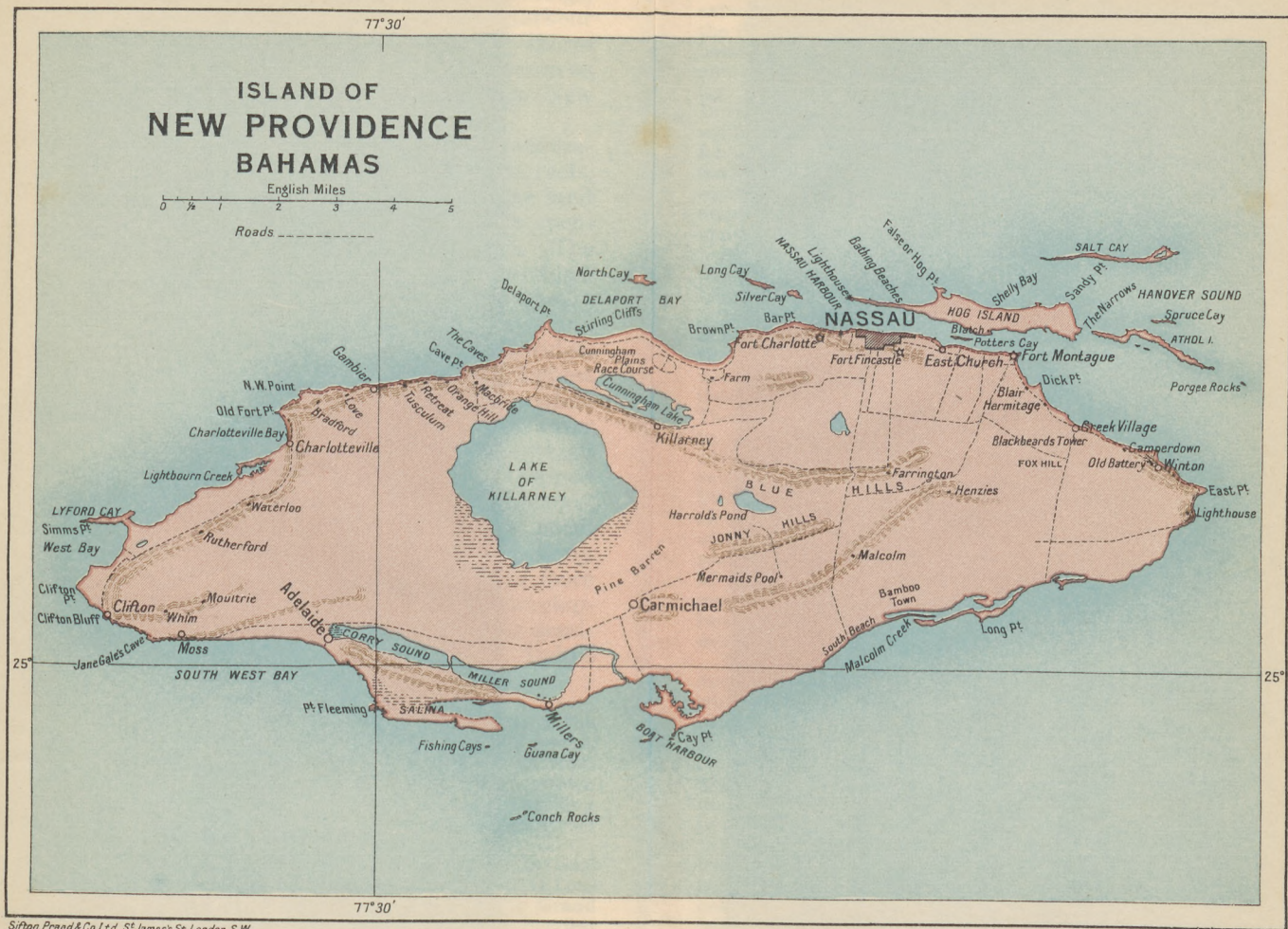
1771

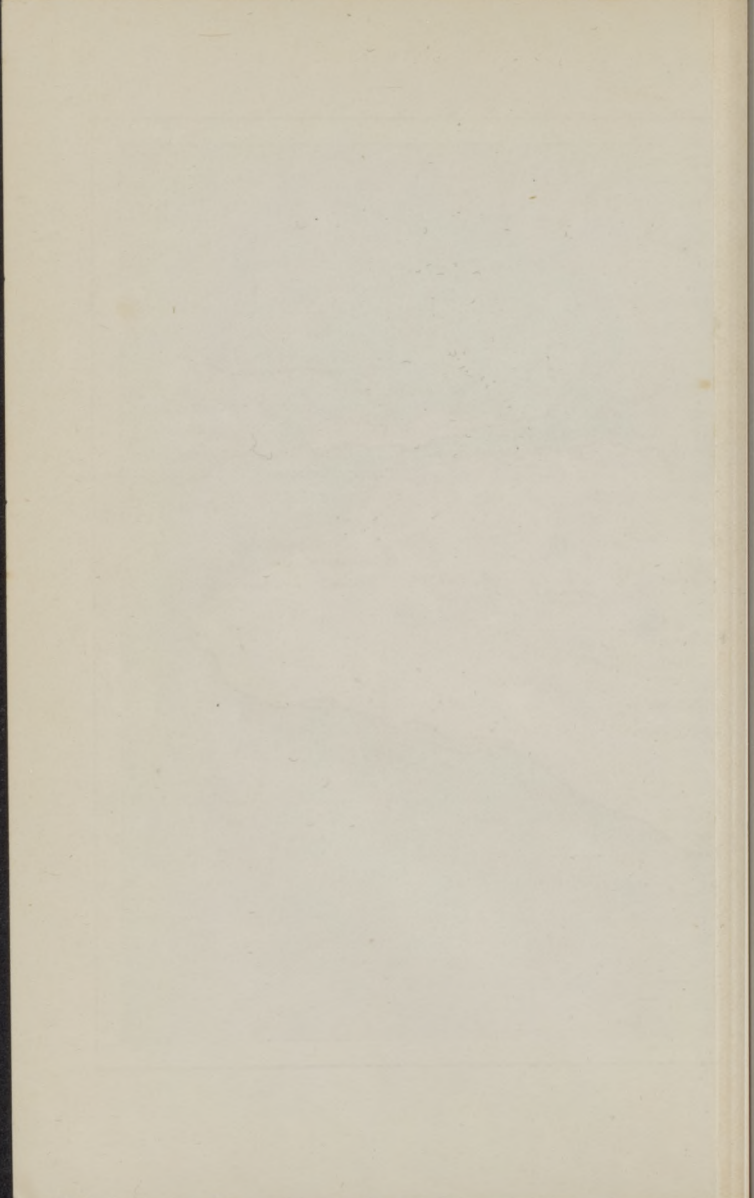
Wm. Mitchell, Surveyor General of the Bahama Islands

ISLAND OF
NEW PROVIDENCE
BAHAMAS

English Miles
0 1/4 1 2 3 4 5

Roads -----





CLIMATE. The climate of the Bahamas is equable and extremely healthy. In Nassau the mean temperature during the first three months of the year is 71° Fahr., and during the hottest months only 82.4° Fahr., the mean temperature throughout the year being 77° Fahr. The lowest temperature in the last thirty years was 53° Fahr., and the highest 98° Fahr. During the winter months little rain falls, and the prevalent winds in winter blow from the north-north-east, and north-west for about thirty days out of ninety, and from the east about twenty days, while for the whole year there are only on an average eighteen days of calm. The colony is singularly free from malaria, and no case of yellow fever has occurred in it for very many years.

HISTORY. The Bahamas were discovered by Columbus, who landed in 1492 on San Salvador (now identified as Watling's Island), his first landfall in the New World. The original inhabitants, called by the discoverer Lucayans, were indolent, and were soon exterminated by the Spaniards, who sent most of them to work in the mines of Hispaniola (Haiti). The Bahamas were included in a grant by Charles I to Sir Robert Heath, then Attorney-General of England, dated October 30th, 1629. The islands were first occupied by Bermudians. Settlers went to Eleuthera in considerable numbers from Bermuda in 1647-1660 under the auspices of the Company of Eleutherian Adventurers, a London concern, and some years later also to New Providence. In 1670 the islands were granted by King Charles II to the Duke of Albemarle and others as Lords Proprietors, who, however, on October 27th, 1717, surrendered the civil and military government to the Crown. Soon after the foundation of the colony it became one of the chief haunts of the Buccaneers, who degenerated into pirates and made the islands the base of their marauding expeditions and the scene of their debaucheries.

The Spaniards resented this and frequently raided and destroyed the English settlements; but it was not until 1718, when Captain Woodes Rogers, R.N., the rescuer of Alexander Selkirk from Juan Fernandez, was appointed Governor, that piracy was suppressed. He caused no fewer than eight of the chief offenders to be hanged on one day. In 1782 a force of Spaniards captured Nassau and held it for some months; but in 1783 it was retaken by Colonel Deveaux of South Carolina in the manner described on page 68. In 1784 the population of the colony was more than doubled by the arrival of Loyalists from Georgia and Carolina with their slaves. These staunch men and true were given grants of land, and made admirable colonists. The subsequent history of the colony has been peaceful. During the American Civil War Nassau became the headquarters of blockade runners, and the colony enjoyed a period of unparalleled prosperity, the total volume of trade actually rising from £491,979 in 1860 to £10,019,510 in 1864.

No fewer than 393 vessels entered, and 584 cleared for blockaded ports. Of these sixty-four are known to have been captured or sunk.

CONSTITUTION. Like Barbados and Bermuda, the Bahamas possess representative institutions without responsible government. It is claimed that their elective parliament dates from 1647. By an Order in Council dated July 25th, 1728, a General Assembly with legislative powers was constituted. This Assembly met for the first time on September 29th, 1729. There is an Executive Council and a Legislative Council consisting generally of nine members nominated by the Governor. The House of Assembly consists of twenty-nine members, elected for seven years on a most liberal franchise which amounts practically to manhood suffrage.

ACCOMMODATION. Nassau. The *New Colonial Hotel*, overlooking the harbour, has accommodation for 500 guests. Board and lodging from £2 14s. 2d. (\$13.00) per day; *Hotel Royal Victoria* can accommodate about 150 guests. Board and lodging from £1 9s. 2d. (\$7.00) per day. *Fort Montagu Beach Hotel*, at the eastern entrance to the harbour, can accommodate about 300 guests. Board and lodging from about £2 1s. 8d. (\$10.00) per day. *Hotel Lucerne*, in Frederick Street. Board and lodging from £1 0s. 10d. (\$5.00) per day. *Hotel Imperial*, board and lodging £1 0s. 10d. (\$5.00) per day. There are also numerous lodgings and boarding-houses where the rates vary from £2 1s. 8d. (\$10.00) to £5 4s. 2d. (\$25.00) per week. Several private families take in paying guests, and furnished houses can be rented or leased. The Bahamas Development Board (Rawson Square, Nassau) is always glad to afford information regarding accommodation.

COMMUNICATIONS. The Bahamas can be reached in from two and a half to three days from New York (weekly in winter and fortnightly in summer), in eight days from Canada *via* Bermuda (every two weeks), and in two days from Jamaica (every two weeks). They have no direct passenger communication with the mother country. Motor-boats ply almost daily between Miami (Florida) and Nassau, and in the winter a comfortable steamer makes this trip two or three times weekly in about sixteen hours. Communication between Nassau and the "out islands" is maintained by schooners and motor vessels, subsidised by the Government to carry mails, passengers and freight. New Providence was the first West Indian Colony to enjoy aerial communication, and opportunities for aviation between Nassau, the "out islands" and Miami are available, the journey from the latter to Nassau taking only two hours. Sailing and motor-boats can be hired by the day or season with competent men to manage them and to arrange fishing parties, etc. Motor-cars are plentiful in Nassau, and people wishing to make a complete tour of the island of New Providence can hire them from an ever-increasing number of proprietors.

There is a Government wireless station near Fort Charlotte and seventeen short range ones on the "out islands," the whole colony being thus linked up.

SPORTS. The favourite pastimes in Nassau, are **Lawn tennis** and **Golf**. Tennis is played on grass and "dirt" courts, numerous tournaments being held in winter under the auspices of the Nassau Lawn Tennis Club and the New Colonial and Fort Montagu Beach Hotels. The Bahamas Country Club has picturesque 9-hole **Golf links** near the New Colonial Hotel, and there is an 18-hole course a little to the west of the town. Court-golf, played over a miniature course with putters and irons only, was originated in Nassau by Dr. Casselberry. There are several **Cricket** clubs and Rugby **Football** is played during the winter. **Duck Shooting** can be indulged in on Lakes Cunningham and Killarney (New Providence) from November to April and on a number of the other islands, where also wild pigeon afford good sport in the summer months. On some of the islands there are wild boar for **Hunting**, and on the prairies of Inagua are wild horses, donkeys and cattle. The sea **Fishing** is varied and excellent and especially so round the "out islands." The sea **Bathing** is unsurpassable and **Yachting** and **Boating** can be enjoyed with perfect safety in the well-protected harbour.

CLUBS. The members of the **Nassau Club** extend hospitality to visitors suitably introduced. The **Porcupine Club** on Hog Island is only open during the winter season. All the "Charter members" are American.

SIGHTS. **Nassau** (population about 15,000), the capital of New Providence, a town dating from 1729, is picturesquely situated on a gently rising coral strand at the north-east end of the island facing north, and on the shore of a harbour protected by the flat and narrow Hog Island. A recent visitor described the approach to it from the sea in the following terms :

The ocean of deep sapphire suddenly changes to a lagoon of emerald green surrounded by shores of snow-white coral sand. Beyond, the white limestone houses of the town, intermingled with groves of graceful palms, and half concealed by gorgeous Poincianas, rise on a gentle slope against a sky of purest blue ; and again, as one strolls along the clean white streets, a surprise is in store at every turn ; now it is the graceful drooping bells of the *Datura*, a little later the delicate perfume from a hedge of *Oleanders*, in the distance the brilliant crown of a *Poinciana* ; and in almost every garden the *Bougainvillea* can be seen in all its glory.

Since the completion of improvements in 1928, quite large steamers have been able to enter and turn

in Nassau harbour, though some still lie outside and land their passengers by tugs.

On entering, the steamer or tug passes the site of the old Fort Nassau, now occupied by the immense New Colonial Hotel, which has replaced a smaller building that was completely destroyed by fire on March 31st, 1922. On this spot eight pirates were hanged on December 12th, 1718. At 10 o'clock on that day

they were led to the top of the rampart fronting the sea. Thence they were conducted down the ladder to the foot of the fort wall to the gallows, whereon a black flag was hoisted. They were allowed three-quarters of an hour under the gallows, which they spent in singing psalms.—*The History of the Pirates.*

Passengers land at **Prince George's Wharf**, so named to commemorate a visit paid to Nassau on October 1st, 1928, by Prince George when serving in H.M.S. *Durban*. The wharf is connected by a steel bridge with Rawson Square, which owes its name to Sir Rawson W. Rawson, Governor from 1864 to 1869.

The Customs formalities are not by any means alarming, and American visitors in particular are generally agreeably surprised at the cursory nature of the examination of their personal effects which is made. Rawson Square is separated by Bay Street from the **Public Buildings**, forming three sides of a quadrangle, in the centre of which is a statue of Queen Victoria, unveiled by the late Sir William Grey Wilson, the then Governor, on May 24th, 1905. The centre building contains the Legislative Council Chamber, with the **General Post Office** on the ground floor. In the former are paintings of King George III, Queen Victoria, and King Edward VII, and busts of Shakespeare, and the Duke of Edinburgh, who as Prince Alfred, visited the colony in 1862. That of the poet was ordered to commemorate the tercentenary of his birth, and was unveiled in 1867 by Lady Rawson, who also unveiled the bust of King George V's uncle in 1868. The eastern wing contains various Government offices, while in the western wing is the House of Assembly.

On either side of the eastern entrance of the west block are commemorative tablets which were unveiled on March 28th, 1930. One is surmounted by the Royal Arms and inscribed :

1629 1929
 TO COMMEMORATE THE
 GRANT OF THESE ISLANDS
 BY HIS MAJESTY
 KING CHARLES THE FIRST
 TO SIR ROBERT HEATH
 ATTORNEY GENERAL
 OF ENGLAND ON THE
 30TH DAY OF OCTOBER
 1629

The other has on it the Badge of the Colony reproduced from an old Seal, and the inscription :

EXPULSIS PIRATIS COMMERCIA RESTITUTA

1729 1929
 TO COMMEMORATE THE
 CREATION OF THE GENERAL
 ASSEMBLY BY HIS MAJESTY
 KING GEORGE THE SECOND
 AS THE RESULT OF THE EFFORTS OF
 GOVERNOR WOODS ROGERS
 AND ALSO
 THE FIRST MEETING OF
 THAT ASSEMBLY ON THE
 29TH DAY OF SEPTEMBER
 1729

Behind the General Post Office stands a huge silk-cotton tree (*Bombax ceiba*) which almost rivals in size the famous "Tom Cringle's" tree in Jamaica. This remarkable tree, whose branches spread out in some directions as far as 116 ft., was introduced originally from South Carolina, and is the ancestor of all the other silk-cotton trees in the island. The huge buttress-like extensions of the stem are a remarkable provision by Nature to enable this immense tree to withstand hurricanes.

Immediately to the south of this tree are the **Law Courts**. To the south, again, stands an octagonal building which was once a prison and is now the **Public Library**. It has a very well equipped reading-room and museum, to both of which visitors are welcomed.

Bay Street is the chief thoroughfare of Nassau. It runs parallel with the sea front along the entire length of the town. On the north and sea side are the wharves and business premises of the merchants, and the Royal Bank of Canada, while on the south side are well-appointed stores or shops. The offices of the Chamber of Commerce and the Masonic Temple of the Royal Victoria Lodge (No. 443) are also in this street. To the west, the street is diverted at the New Colonial Hotel, and, passing round the back of that caravanserai, takes one to within a short distance of the historic **Fort Charlotte**, which stands on the rising ground about a quarter of a mile from the road, and commands the western entrance to the harbour. This old fort, named after Queen Charlotte, the consort of George III, is now surrounded by the golf links belonging to the hotel. It was built in 1788 by John Murray, fourth Earl of Dunmore, the last British Governor of New York and Virginia, and Governor of the Bahamas from 1786 to 1796. The centre and western portions, called Forts Stanley and D'Arcy respectively, were added at a later date. The fort contains many curious underground stairways, corridors, and dungeons, now the home of innumerable bats, one species of which is, as far as is known, only found in New Providence. Near by tower the masts of the wireless station.

The **Sponge Market** or Exchange, at the foot of Frederick Street and on the harbour front, should be visited. The sponges, after being roughly cleaned and dried, are laid out in lots. The members of the Exchange first inspect them and make their bids on slips of paper. The successful bidder then removes his sponges in sponge-drays—large but lightly built crates carried on two-wheeled carts—to the sponge yards. In the offing lie many of the sponging boats which deposit their cargoes here. Bahamas' sponges can be obtained in England from the West Indian Produce Association, 14, Creechurch Lane, London, E.C.

Of interest, too, is the old **Vendue House**, at the foot of George Street and the end of Central Bay Street, where

in the old days the slave auctions were held. Built in 1800, it is now used as the telephone exchange.

Victoria Avenue is the name of a picturesque avenue of royal palms planted in 1904 by the members of the Imperial Order of the Daughters of the Empire in memory of her late Majesty Queen Victoria.

Government House, at the top of the hill behind the Colonial House, called Mount Fitzwilliam, after Richard Fitzwilliam, Governor in 1733-1738, is reached by George Street, which runs at right angles to Bay Street at the east end of the Hotel Colonial. *En route* to it, **Christ Church Cathedral**, on the left-hand side of George Street, may be visited. The Cathedral occupies the site of an older church, and was opened for divine service on April 19th, 1840, the foundation-stone having been laid by Sir Francis Cockburn, the then Governor of the Bahamas in 1837. It is a plain building of stone. The See of Nassau was formed in 1861. Governor John Tinker (1738-1759), Lieut.-Governor James E. Powell (1784-1786) and Sir Henry Marr, of the 47th Regiment, were buried in the cathedral. **Government House** was erected by Governor Halkett in 1801. The statue of Columbus standing half-way up a broad staircase in the gardens, which cover about eighteen acres, was modelled with the assistance of Washington Irving, and was presented to the colony by General Sir James Carmichael Smith, Governor from 1829 to 1833.

Beyond Fort Charlotte the continuation of Bay Street takes one to **Old Fort** ($11\frac{3}{4}$ miles from Nassau), and then **Clifton**, which boasts the only cliffs in the island. Still farther, **South-west Bay** (15 miles from Nassau) is reached. Here the mail steamers land passengers when north-westerly gales render the harbour bar impassable. From this bay a drive of nineteen miles can be taken through the pine forests across the island to Nassau. A point of interest is the **Mermaid's Pool** beyond the Blue Hills in the heart of the forest; some stalactite caves are also worth visiting.

Near the modern hotel (built in 1925-26) of the same name is **Fort Montagu** ($2\frac{1}{4}$ miles from Nassau). Built

in 1742 by Peter Henry Bruce, an engineer sent out from England, it commands the eastern end of the harbour and overlooks the narrows between Hog and Athol Islands. This old fort, which has long since been dismantled, formerly mounted eight 18-pounders, eight 9-pounders, and six 6-pounders. It was on a spot a little to the east of the fort, which owes its name to the Duke of Montagu, that Colonel Deveaux, of the Royal Foresters of South Carolina, a dashing young officer barely twenty-five years of age, landed on April 14th, 1783, when he made his memorable descent on New Providence and bluffed the Spaniards into submission. The expedition was conducted entirely at his own expense, the remains of his fortune shattered by the war, then just concluded, being devoted to it. With a mere handful of volunteers embarked in two brigantines he sailed for Harbour Island and Eleuthera, where he collected some recruits; but his force never exceeded 220 men, who had only about 150 muskets among them. The Spaniards in Fort Montagu were caught napping. Only one of their sentries was awake, and he was captured with a lighted match in his hand just as he was about to blow up the fort. Deveaux now took up a position on the ridge overlooking the works which commanded the town, and, in order to make the Spaniards believe that he had a large force at his disposal, caused his men to be rowed backwards and forwards between the ships and the shore. On their way to the shore they stood up; but as they were rowed back to the brigantines they hid below the gunwales. He also placed dummy soldiers on the heights, and, to terrorise the Spaniards, dressed up some of his men as Indians. The ruse answered admirably, and the Spanish Governor, Antonio y Sanz, capitulated after only one round of shot had been fired from Deveaux's batteries. It is easy to imagine what his disgust must have been when he discovered how completely he had been hoodwinked.

Fort Fincastle, which stands on the ridge called Bennet's Hill, in the vicinity of the barracks to the east of East Street and overlooking the town, should be

visited. It can be approached by the **Queen's Staircase**, a remarkable flight of steps, sixty-seven in number, cut out of the solid coral rock.

This quaint old fort, which takes its name from the second title of Lord Dunmore (*see* page 66), by whom it was built about 1793, is chiefly noteworthy on account of its peculiar shape, which bears a striking resemblance to that of an old-fashioned paddle-wheel steamer. It tapers fore and aft, if one may use that expression, while on either side are buttressed fortifications which strangely resemble sponsons. Like Fort Charlotte, Fort Fincastle is now used as a signal station, and the beflagged signal mast heightens the illusion. The view of the surrounding country from the battlements is very striking. The **Water Tower** overlooking it, erected in 1928, forms a conspicuous landmark.

Those interested will also find remains of old forts and batteries at the western and eastern ends of New Providence, Blue Hills, South-west Bay, Charlotteville or Old Fort, and Potter's Cay, and a water battery opposite Fort Charlotte.

Nassau is the only town in New Providence; but there are outlying settlements at Fox Hill or Sandilands, Carmichael, Gambier, and Adelaide.

The **Sea Gardens** at the eastern end of Nassau Harbour are a never-failing source of attraction to visitors. A glass-bottomed boat may be chartered at Rawson Square, and through this can be seen in all their startling reality the wonders of life beneath the sea. The visitor gazes in amazement at a submarine garden decked with growing corals, some assuming the shapes of waving yellow feathers, and others those of purple fans, among which swim fishes of every size, shape, and hue, as one writer has aptly said, "like butterflies in a garden of brilliant flowers."

By those fond of bathing many enjoyable days can be spent on the north shore of **Hog Island**. Here there is an exquisite beach of firm white coral sand. This during the season is crowded with bathers who revel in the sea water, the temperature of which rarely falls

below 70° Fahr. A visit to the "Beach" finds a place in the daily programme of most visitors, who for the modest fee of 1s. (24 cents) can secure a passage to and from Hog Island, the use of a dressing-room, a luxurious bath and freshly picked oranges and grape-fruit *ad libitum*. The fruit is peeled and impaled on sticks, an arrangement which adds not a little to the comfort of the consumer.

By those who are fond of yachting or boating many pleasant and interesting excursions can be made to other islands—popularly known as "Out Islands"—of the Bahamas group. A trip through the **Exuma Cays**, for example, where one can sail for some sixty miles between wooded islets and cays in a depth of water seldom exceeding ten fathoms, is an ideal way of spending a few days. At **Bimini** there is a palatial County Club organised and conducted by American enterprise.

One of the most accessible of the islands is **Eleuthera**, where, at Hatchet Bay (3½ hours by motor-vessel) a development scheme is in progress. Many acres in the island are under tomato cultivation.

Visitors are recommended on reaching Nassau to call at the offices of the local Development Board in Rawson Square, where they will be able to obtain much useful and valuable information regarding the Bahamas.

CHAPTER V
BARBADOS

Et penitus toto regnantes orbe Britannos.

The Colony's motto, adapted from Virgil,
Eclogue 1, l. 67.

BARBADOS, which is situated in latitude $13^{\circ} 4' N.$ and longitude $59^{\circ} 37' W.$, is the most easterly of the West Indian islands. It is about 21 miles long by 14 broad, and its total area is 166 square miles, or rather larger than that of the Isle of Wight. Its population is 167,953, or over 1,000 to the square mile.

With the exception of the Scotland District in the north-east, the island is of coral formation, and it is almost encircled by coral reefs, which in some parts—as, for example, off St. Philip—extend nearly three miles to seaward, and prove dangerous to navigation. The island is very flat, but it rises in terraces to a ridge in the parish of St. Andrew, culminating in Mount Hillaby, the highest point, 1,105 feet above sea level. The Scotland District, which is enclosed in a semicircular sweep of the ridge in the north-east, is composed of sandstone, clays, and radiolarian and foraminiferal marls. The soil of the rest of the island, though remarkably fertile, has very little depth, and has undoubtedly been in part formed by successive eruptions of the Soufrière in St. Vincent, whose ashes, carried by an upper current of air for nearly one hundred miles, fell as recently as 1902 over the island. The first recorded fall occurred during the eruption of May, 1812. It caused the greatest consternation, and is still talked of as the fall of “May Dust.” Barbados has no natural harbour, though the open roadstead of Carlisle Bay on the west is well

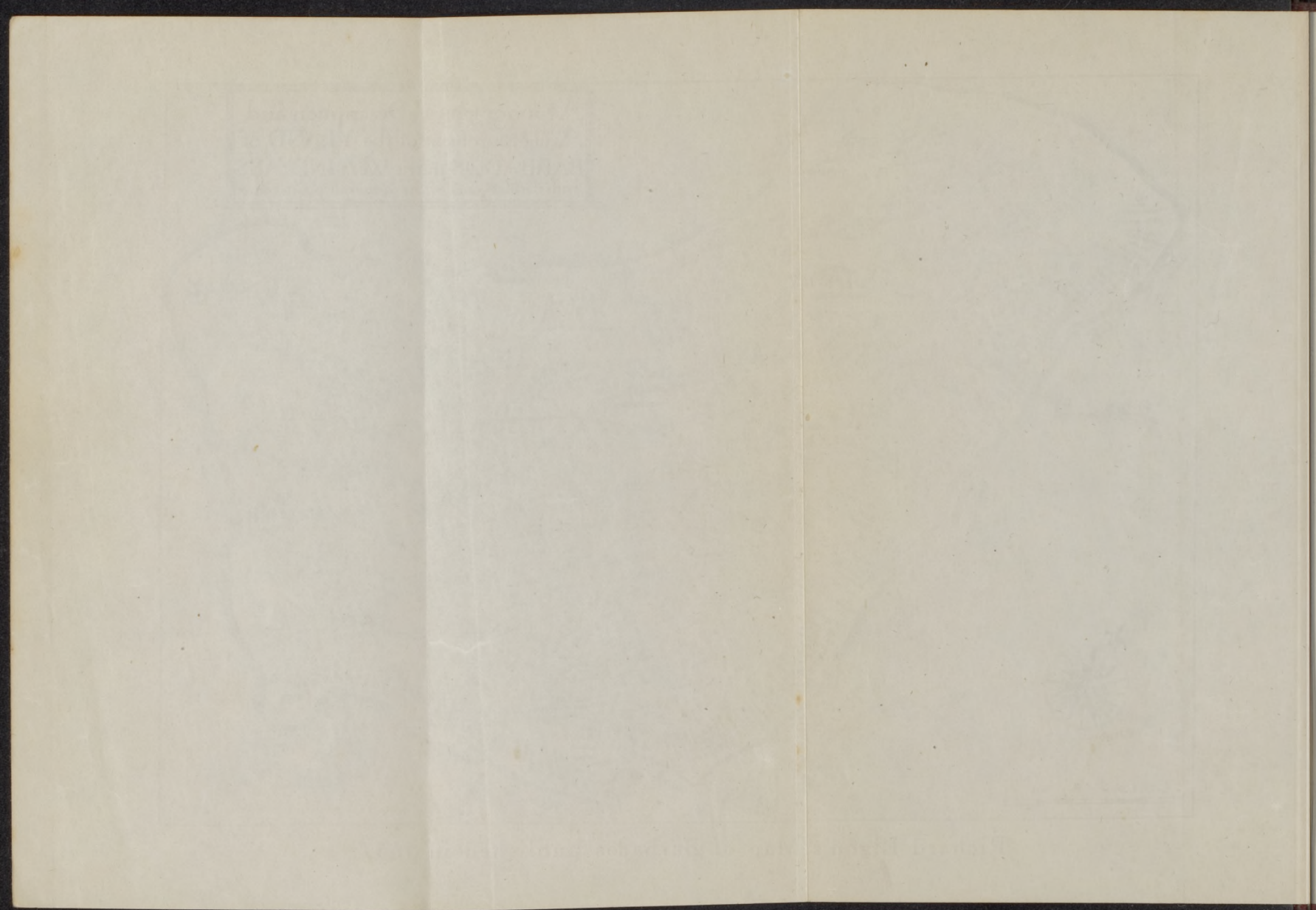
sheltered, and there is a small inner harbour or Careenage protected by the Mole-head, a structure of masonry. The island has no streams to speak of, owing to the porous nature of the soil, which permits the water to percolate the coral rock till it forms numerous subterranean channels and wells. These streams eventually find their way into the sea below low-water mark, and at Freshwater Bay, on the leeward coast, when one is bathing the sand is forced up under the feet by the fresh water.

Barbados is divided into eleven parishes: St. Michael (in which Bridgetown, the capital, is situated), Christ Church, St. Philip, St. John, St. Joseph, St. Andrew, St. Lucy, St. Peter, and St. James, with St. Thomas and St. George in the centre.

INDUSTRIES. The principal industry of Barbados is sugar, which was first manufactured successfully in the island about the middle of the seventeenth century. Barbados was the first place in the British dominions in which the sugar-cane was planted. Much of the cane juice is now manufactured into what is known as Fancy Molasses, which is marketed in Nova Scotia and New Brunswick. The area under sugar-cane cultivation is about 74,000 acres, and taking 315 gallons of syrup as equivalent to a ton of sugar, about 50,000 tons of sugar are secured from half that acreage every year. The Sea Island cotton industry was revived in 1902 with success, and the acreage under this form of cultivation amounts to over 3,500 acres, Manjak or glance pitch is exported to a small extent. Petroleum has been proved to exist in Barbados, and boring operations have been conducted in recent years by the British Union Oil Company.

CLIMATE. Barbados is the healthiest of all the West Indian Islands for Europeans. The temperature, as a rule, varies from 75° Fahr. to 83° Fahr.; the island enjoys the full benefit of the north-east trade-winds, and in the winter months the minimum mean temperature at night is as low as 63° Fahr. The annual rainfall varies from about 50 to 70 inches. The rainy season sets in about the beginning of June and lasts until the end of October. On the windward side, the climate is especially invigorating, and the island is much patronised by residents in neighbouring colonies as a health resort.

HISTORY. The actual date of the discovery of Barbados is uncertain, but it is said that the island was visited by some Portuguese in 1536, who called it "Los Barbudos" after the bearded fig-trees which they found there, and left behind them



a stock of pigs. It was not until 1605 that the British took possession of the island. In that year the crew of a vessel called the *Olive Blossom*, fitted out by Sir Oliph Leigh with stores and settlers for Guiana, landed on the leeward coast and erected a cross, inscribing on a tree near by, "James K. of E. and of this Island." The actual settlement was not, however, effected until twenty-one years later, when Sir William Courteen, a wealthy London merchant, receiving glowing accounts of Barbados from the crew of one of his vessels, which had been compelled, through stress of weather, to touch there on the way from Brazil, decided to equip an expedition and send out settlers to it. This he did under the protection of the Earl of Marlborough, who received the promise of a patent which covered Barbados. Sir William Courteen's ship, the *William and John*, reached Barbados in 1626 with about forty emigrants, who landed and founded Jamestown or Hole Town, near the spot where the first landing was made. Though authorities have hitherto given the end of 1624 or the beginning of 1625 as the date of the arrival of the party, a search of the island records has made it clear that 1626 is actually the year from which the settlement of Barbados dates.

On September 13th, 1625, the island was included in the commission given to Warner, the coloniser of St. Kitts, his patron being the Earl of Carlisle, who, two years later, obtained from Charles I a grant of nearly all the Caribbean Islands. The Earl of Marlborough opposed it vigorously, but the matter was compromised by Lord Carlisle agreeing to settle on him and his heirs an annuity of £300. All went well for a year, and then, while Lord Carlisle was absent on a mission, Sir William Courteen induced the Earl of Pembroke to lay claim to the island. The Earl was successful in obtaining a grant of it, but Lord Carlisle returned, and was reinstated. That nobleman then took active steps to strengthen his position. He offered land to private adventurers, and allotted 10,000 acres to nine London merchants. Sixty-four settlers landed under Wolferstone and proceeded to found St. Michael's Town, now Bridgetown. They became known as the Windward men, as opposed to Sir William Courteen's settlers, who were called the Leeward men, and in 1629, after a bitter struggle, the latter were overpowered. Lord Carlisle died, deeply involved, in 1636, leaving the Caribbee Islands in trust for the payment of his debts, with remainder to his son and heir. The latter transferred his interest to Lord Willoughby of Parham for twenty-one years. Lord Willoughby, soon after his arrival in the island, caused an Act to be passed acknowledging the King's right to dominion over Barbados. This Act also recognised his own position.

During the Civil War many Royalist families found shelter in Barbados, and the island offered a stout resistance to the forces of the Commonwealth. Cromwell accordingly despatched to it a fleet of seven ships, under Admiral Sir George Ayscue to

reduce it to subjection. After a stubborn defence the Royalists yielded on honourable terms, which were embodied in "Articles of Agreement" signed on January 11th, 1652, and Lord Willoughby was compelled to relinquish the government. In the following years the population was swelled by Scotch and Irish exiles and "unruly men" who were to be sold as white servants for seven years. At the Restoration Charles II conferred seven baronetcies and six knighthoods on gentlemen of Barbados in recognition of their loyalty during the Civil War, which the forces of Cromwell had failed to shake.

Lord Willoughby now agitated for a revival of his rights, and on June 13th, 1663, the Privy Council decided that half the annual profits derived from Barbados should go to him for the rest of his lease, with remainder to the Government, and one half towards the discharge of the Marlborough claim and to the payment of £500 a year to the heirs of Carlisle. After the discharge of all liabilities, the heirs of Lord Carlisle were to receive £1,000 per annum. For the purpose of raising this money a duty of 4½ per cent. was imposed on all exports from the island. This was a constant source of grievance to the inhabitants, who in 1832 complained that they had through it been mulcted of no less a sum than £6,000,000. In 1834 the Legislature of Barbados passed an Act remitting the duty; but it was not finally abolished until 1838, when it was repealed by an Act of the Imperial Government.

CONSTITUTION. Barbados possesses representative institutions without responsible government. They date from the Royal Charter of Charles I dated June 2nd, 1627, and were confirmed by the Commonwealth in the articles of surrender of the island signed on January 11th, 1652. Next to the House of Commons and the House of Assembly in Bermuda, the Barbados House of Assembly is the most ancient legislative body in the British dominions. The Government now consists of a nominated Legislative Council of nine members, and a House of Assembly, comprising twenty-four members elected annually by the people on the basis of a moderate franchise. The executive functions of the Government are performed by an Executive Council, and an Executive Committee which consists of the Members of the Executive Council, one Member of the Legislative Council, and four Members of the House of Assembly nominated by the Governor. This Executive Committee introduces all money votes and Government measures and prepares the Estimates.

ACCOMMODATION. Bridgetown neighbourhood. The *Marine Hotel*, Hastings, 2¼ miles from Bridgetown. Board and lodging from 12s. 6d. (\$3.00) to 25s. (\$6.00) per day. The *Balmoral Hotel*, Hastings. Board and lodging from 10s. 5d. (\$2.50) per day. The *Hotel Windsor*, Hastings. Board and lodging from 18s. 9d. (\$4.50) per day. *Hotel Hastings*. Board and lodging 10s. 5d. (\$2.50) per day.

The *Ice House Hotel* in Bridgetown. Board and Lodging 12s. 6d. (\$3.00) per day. *Bay Mansion* in Bay Street: 8s. 4d. (\$2.00) per day.

There are also several boarding houses including *Stafford House* and *Ocean View* where accommodation can be obtained at reasonable rates. Private houses can be rented at Hastings and along the St. Lawrence coast, where the bathing is excellent, and elsewhere for from about £6 (\$28.80) per month and upwards.

The Crane. The *Crane Hotel*, on a cliff by the sea, 13 miles from Bridgetown. Reached by railway, motor-car, or carriage. Board and lodging from 12s. 6d. (\$3.00) per day. **Bathsheba,** *Atlantis Hotel* and *Beachmount Hotel*, 20 miles by rail or 13 miles by road from Bridgetown. Board and lodging from 8s. 4d. (\$2.00) per day.

COMMUNICATIONS. Barbados can be reached from England (direct) in thirteen days, from Canada in eleven days, and from the United States (direct) in five days (see Appendix I), and from Trinidad by air in a few hours. Steamers anchor in the roadstead of Carlisle Bay, while boats and launches enter the Careenage, as the harbour is called. The tariff for boats is: from the wharf to any vessel 1s. (24c.) a passenger; with one or two passengers and return, including a wait of a quarter of an hour, 1s. 8d. (40c.) each; or for half an hour 2s. (48c.). Between sunset and sunrise the boatmen are entitled to charge double fare. On days of the arrival and departure of passenger steamers the boats, many of which are named after celebrities, are in great demand.

Motor-cars can be hired at numerous garages, whose names can be obtained at the Customs' shed and hotels. The usual charge is at the rate of 1s. (24c.) per mile for 4-seater cars and 1s. 3d. (30c.) a mile for 6-seaters, or about £6 5s. (\$30.00) a week. On the arrival of tourist steamers arrangements can be made for a drive costing 12s. 6d. (\$3.00) to 16s. 8d. (\$4.00) a passenger.

A railway (2 ft. 6 in. gauge) owned by the Barbados Government runs across the southern part of the island and up the Windward Coast to St. Andrew's (24 miles). The whole journey takes two hours. A list of stations with their distances from Bridgetown is given below:

Stations.	Miles from Town.	Stations.	Miles from Town.
Rouen	2½	College Siding (Halt) .	
Bulkeley	5½	Bath	15½
Windsor	6½	Martins Bay (Halt) .	
Carrington	9	Bathsheba	19½
Sunbury	10	Joes River (Halt) . . .	
Bushy Park	11	St. Andrew's	24
Three Houses	2¾		

SPORTS. There are many **Cricket** and **Football** clubs. **Lawn tennis** is popular, and there are several clubs where it is played, notably the Savannah. **Polo** is played twice a week on the Garrison Savannah; and under the auspices of the Barbados Turf Club, which is affiliated to the Jockey Club of England, race meetings are held periodically. They attract immense crowds to the Savannah.

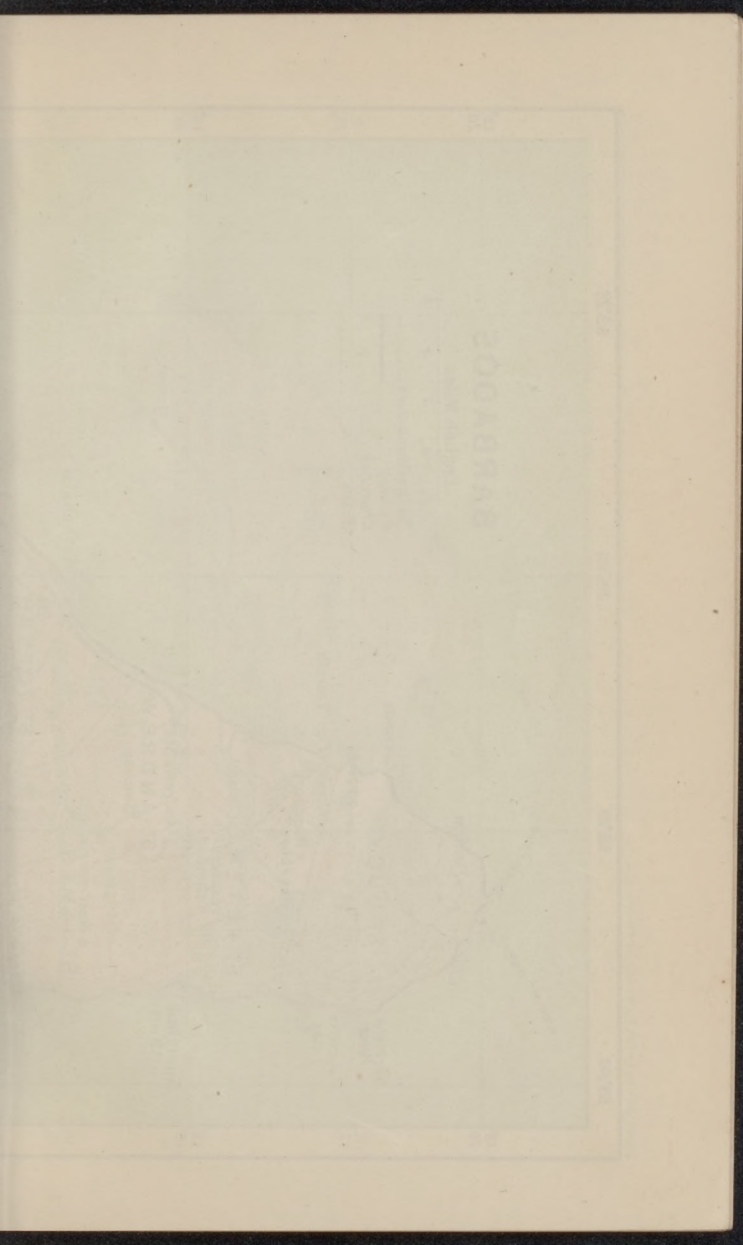
There are several private **Golf links** and a 9-hole course at the Rockley Club (*see* below). **Sailing** boats can be hired. Good line **Fishing** can be had, as well as trolling for barracouta with rod and line from sailing boats; and the **Bathing** is excellent at the Aquatic Club, Villa Franca, Warsaw, Worthing, the Crane, and Freshwater Bay.

CLUBS. The **Bridgetown Club**, on the top floors of the handsome building of the Barbados Mutual Life Assurance Society in Beckwith Place—one of the best social clubs in the West Indies—is open to visitors on introduction by a member. So too is the **Union** on the second floor of the Ice House Hotel in Lower Broad Street. The **Barbados Aquatic Club**, a "Country Club" with tennis courts, a roller skating rink and a dance floor and restaurant, owns what was formerly the "Engineers' Pier," from which ideal sea bathing can be enjoyed. Terms for visitors 1s. (24c.) per day or 10s. (\$2.40) per month.

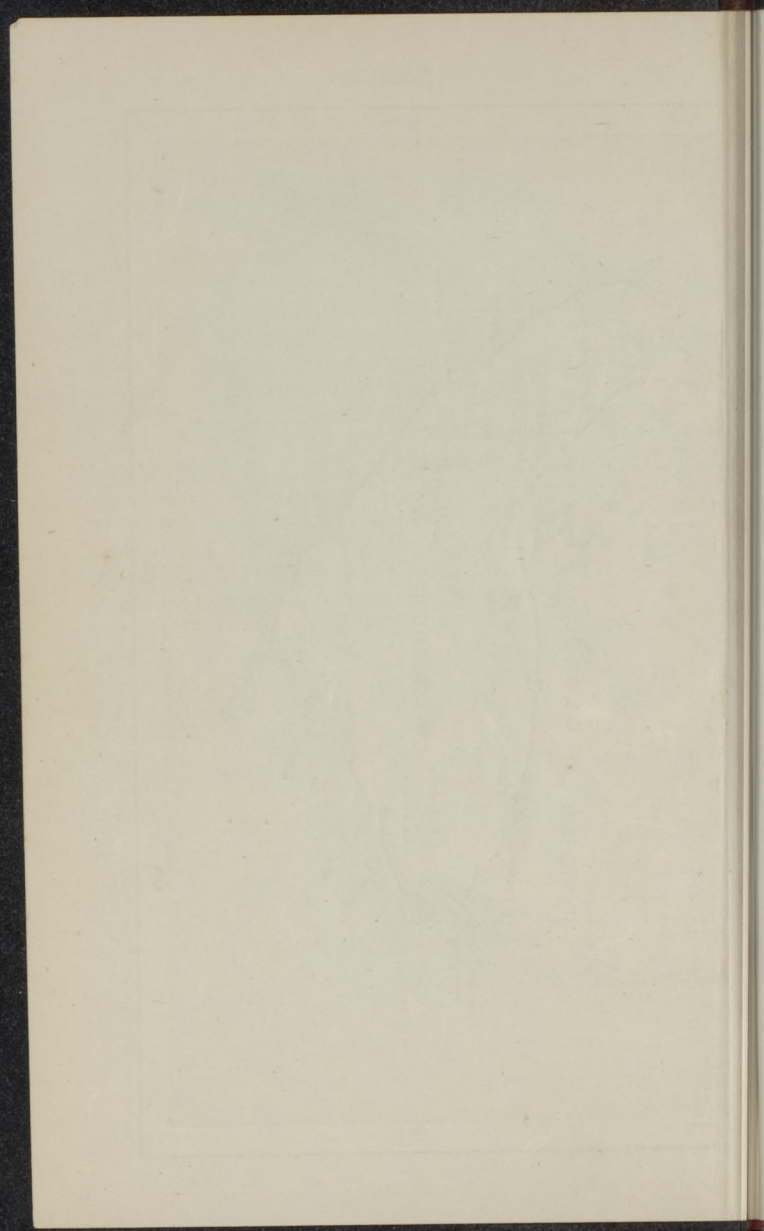
Visitors suitably introduced are also admitted to the **Rockley Golf and Country Club** on lands behind the Marine Hotel, where golf (9-hole course) and lawn tennis are played and the usual amenities of a country club provided. The **Savannah Club**, on the Garrison Savannah is also very hospitable. The clubhouse, formerly the guard-house and clock tower of the garrison, has a reading-room, drawing-room, card-room, etc. A Ladies' Club—known as **The Ladies' Lyceum Club**—was formed in 1912 with premises in Bolton Lane, off Broad Street, and is well patronised. The **Y.M.C.A.** has its rooms in Trafalgar Square.

Visitors are also admitted to the **Free Library** in Coleridge Street. The building was the gift of Mr. Andrew Carnegie, and the large collection of books which used to be kept in the Public Buildings was removed to it in 1906.

SIGHTS. The first view of Barbados generally causes tourists who have pictured in their minds the beauties of tropical scenery some little disappointment. They see a long, greyish shore, relieved only here and there by tall palm trees, waving casuarinas (*Casuarina equisetifolia*), and an occasional aermotor. The island to the left as one faces the shore is **Pelican Island**, on which the quarantine station is situated, while on the right is **Needham's Point**. Just inside the Point is the **Barbados Aquatic**







Club (*see* opposite) which occupies the "Engineers' Pier." It is approached by launch or boat from vessels lying in the Bay, or by motor-car from Bay Street. On the Point itself is the old Naval and Military cemetery (*see* page 86).

As there is no harbour accommodation for them, steamers visiting the port of Bridgetown lie in Carlisle Bay, an open roadstead which owes its name to the Earl of Carlisle, to whom Charles I granted the island in 1627. The wharf is reached by launch or shore boat, which enters the Careenage, a harbour of modest dimensions, protected by a mole terminating in the "mole-head." At the bend of the Careenage are two bridges, the first being the **Chamberlain Bridge**, erected after a hurricane in 1898, which destroyed its predecessor. Motor-buses run over this bridge from Bridgetown to Hastings and St. Lawrence passing along Bay Street and through the Savannah. The **Customs Department**, the **Harbour Master's Office**, and **Chamber of Commerce** are on the wharves, the latter on the north side of the Careenage.

Bridgetown, the capital (population 13,486), is hot and dusty. It derives its name from an Indian bridge which the first settlers found where the Chamberlain Bridge now is, and was called in its early days "The Bridge."

Père Labat, who visited the town in 1700, described it as handsome, with straight, wide, clean, and well-laid-out streets. He wrote :

The houses are well built in the style of those in England with many glazed windows ; they are magnificently furnished. In a word the whole place has an appearance of cleanliness, gentility and wealth which one does not find in the other islands. . . . The shops and merchants' warehouses are filled with all that one could want from every part of the world. One sees a number of goldsmiths, jewellers, clock-makers and other artificers ; . . . the largest trade in America is carried on here. . . . It is said that the climate of the town is not good and that the swamp near by renders the place unhealthy. I never noticed this from the complexion of the inhabitants which is beautiful—especially that of the women. The place swarms with children, for every one is married and the women are very prolific.

The chief shopping centres are Broad, High, Roebuck, and Swan Streets, where the "stores"—as the shops are called—are quite as good as those in many provincial towns in the mother country. On mail days and on Friday, which is known as planters' day, when planters flock into the town to discuss business affairs with their attorneys, the streets are particularly animated. The principal residential centres are in the suburbs of Strathclyde and Belleville. A feature of the latter is a number of avenues of tall Palmistes.

The chief thoroughfare is **Broad Street**, at one end of which is **Beckwith Place** (so called after Sir George Beckwith, K.B., Governor, 1808 to 1814), and at the other Trafalgar Square. The former is overlooked by the handsome building of the Barbados Mutual Life Assurance Society, erected in the 'nineties at a cost of £30,000. The **Bridgetown Club** occupies the whole of the second floor of this building.

The **Fountain** in Beckwith Place was the gift of Mr. John Montefiore. Behind the Barbados Mutual building are the **Jubilee Gardens**, laid out to commemorate Queen Victoria's Diamond Jubilee, and **St. Mary's Church**, which stands near the site of the first place of worship erected by the earliest settlers. The **Public Market** is in Cheapside, a little way beyond these gardens. Beyond Cheapside is the Fontabelle Road, off which is the Pickwick Oval, and a few minutes' walk takes one to the interesting old house known as **Holborn**, once the residence of the Governors, who now reside at Pilgrim (see page 83).

Trafalgar Square, which was formerly called the "Green," boasts the second statue to be erected to the memory of Lord Nelson in the British Empire, the first having been unveiled in Montreal in 1808. Three days after the news of the hero's victory and death reached Barbados on December 20th, 1805, Bridgetown was brilliantly illuminated in celebration of the former, and on January 5th, 1806, a funeral sermon was preached at St. Michael's Church on the death of Nelson. Subscriptions were invited towards the erection of the statue,

and £2,300 was subscribed in a few weeks. The Green was purchased for £1,050, towards which sum the Legislature contributed £500. The statue which is of bronze and represents the Admiral in full uniform, was erected on March 22nd, 1813. Lieut.-General Sir George Beckwith, the Governor of Barbados, who had already laid the first stone of the pedestal on February 24th in that year, performed the unveiling ceremony. The inscription on the pedestal runs :

TO THE MEMORY OF
 HORATIO LORD VISCOUNT NELSON, K.B.,
 VICE-ADMIRAL OF THE WHITE,
 THE PRESERVER OF THE BRITISH WEST INDIES
 IN A MOMENT OF UNEXAMPLED PERIL ;

THE HERO, WHOSE VARIOUS AND TRANSCENDENT MERITS,
 ALIKE CONSPICUOUS IN ADDRESS, DECISION, ACTION
 AND ACHIEVEMENT

THROUGHOUT HIS WHOLE UNPARALLELED CAREER OF GLORY
 NO POWERS OF LANGUAGE CAN SUFFICIENTLY DELINEATE,
 THIS STATUE

WAS ERECTED BY

THE GRATEFUL INHABITANTS OF BARBADOS,
 ON A SPOT OF GROUND APPROPRIATED TO IT
 BY A PUBLIC GRANT OF
 THE COLONIAL LEGISLATURE.

IN ACCORDANCE WITH THE SOLICITATIONS OF A
 SELECT COMMITTEE.

THAT SO SINCERE THOUGH HUMBLE A TRIBUTE
 OF ESTEEM, ADMIRATION, AND GRATITUDE TO THEIR
 ILLUSTRIOUS DELIVERER

MIGHT BE RENDERED MORE CONGENIAL
 TO HIS GENEROUS AND EXALTED SPIRIT,
 FROM THE HAND OF ONE,

HIMSELF A HERO AND A BENEFACTOR TO THIS COUNTRY,
 THE FIRST STONE OF THE PEDESTAL WAS DEPOSITED BY
 HIS EXCELLENCY LIEUTENANT-GENERAL SIR
 GEORGE BECKWITH, K.B.

THE BELOVED AND PATRIOTIC GOVERNOR OF BARBADOS,
 AND COMMANDER OF THE FORCES IN THE LEeward
 ISLANDS

FEBRUARY 24TH, A.D. 1813.

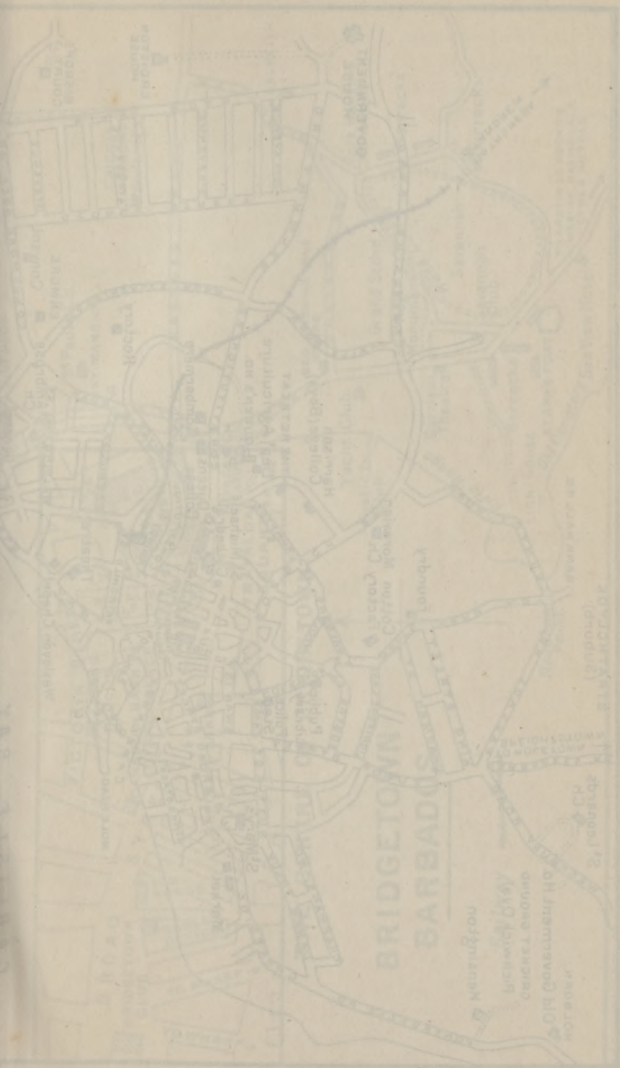
ESTO PERPETUA !

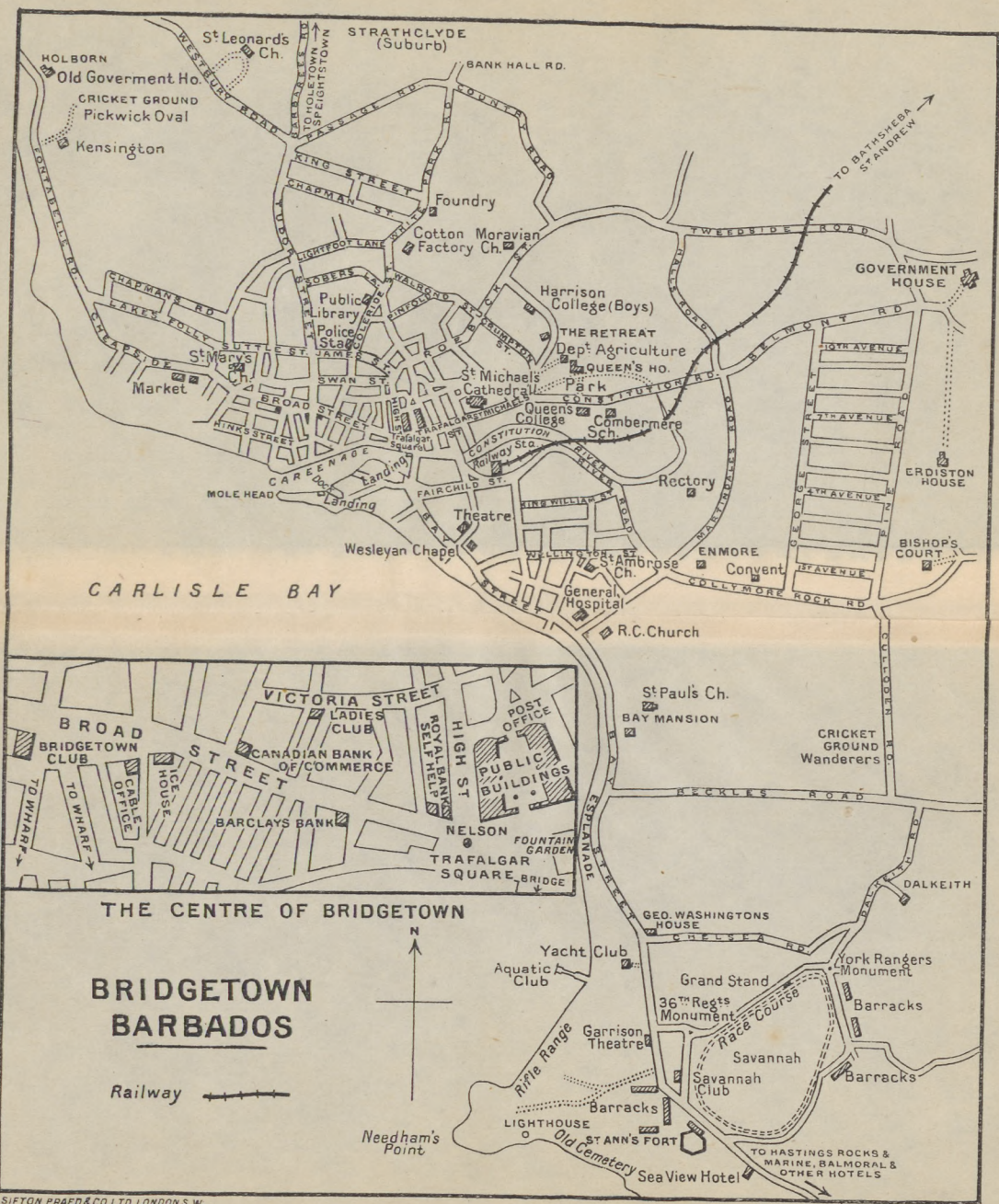
On the occasion of the Nelson centenary on October 21st, 1905, Trafalgar Square was again the scene of great rejoicings. The statue was decorated with flowers by

day and illuminated at night, and the populace celebrated the event in a suitable manner.

The **Public Buildings**, which form an imposing group in Trafalgar Square, are substantially built of coral rock hewn locally. Their style is a modification of Italian Renaissance, the open arcades having Gothic instead of the usual rounded arches. The buildings which were erected from the designs of Mr. J. F. Bourne, Superintendent of Public Works, and opened in 1874, consist of two blocks separated by a drive studded with palm and other tropical trees. The Chambers of the Legislative Council and the House of Assembly are on the upper floor of the east block. Here the Barbados Parliament meets and conducts its work with all the ceremonial observed at Westminster. In the windows of the House of Assembly are stained glass portraits of the sovereigns of England from James I—during whose reign Barbados was first settled (*see* page 73)—onwards. In the Lobby there are paintings of the Hon. T. Yearwood and the Hon. A. J. Pile, former Speakers, Sir John Sealy and Mr. L. M. Howard,¹ members of the Assembly, and Mr. Joseph Chamberlain, M.P.; also engravings of the Hon. J. B. A. Lynch, Thomas Gill, and Charles T. Cottle; and a bronze bust of Sir Conrad Reeves, a former Chief Justice and an eloquent member of the House of Assembly. In the windows of the Council Chamber are the coats of arms of successive Presidents of the Council and Speakers of the House of Assembly. There are also portraits on the walls of two of the Earls of Harewood, whose family has long owned property in the island; one of Governor Sir James Lyon, K.C.B. (1829-33), the inscription on which records that it was painted at the expense of the ladies of Barbados; and one of the Hon. William Bishop, President in 1800. The **Post Office** is immediately below the House of Assembly, overlooking Palmetto Square. Various Government departments are accommodated in the west block.

¹W. M. Howard, who represented St. Philip and, later, St. Lucy for many years, was Father of the Agricultural Societies in Barbados.





In the drive between the two wings is a "Bearded Fig" tree (*Ficus Barbadosis*), planted in 1905 by Lady Carter on the occasion of the celebration of the tercentenary of the settlement of the island. The small garden to the south-east of the buildings is known as the **Fountain Garden**. Adjacent to it is the **War Memorial**, consisting of a grey granite obelisk with bronze panels at the base bearing the names of those from Barbados who gave their lives for their King and Country in the Great War, and on the face the arms of the colony. It is inscribed :

TO THE GLORY OF GOD
AND IN LASTING MEMORY OF THE
BARBADIANS
WHO FELL IN THE GREAT WAR
1914-18
THIS MONUMENT IS ERECTED BY
THE LEGISLATURE OF BARBADOS

The memorial was unveiled by Sir Charles O'Brien, the then Governor, on May 10th, 1925.

The rooms of the **Women's Self-Help Association** in Trafalgar Square are a popular resort of visitors. The Association, which was started in 1907 by Lady Carter, the wife of the then Governor, with the support of the ladies of Barbados, does useful work in relieving distressed gentlefolk. There is a sale-room, where the work of the members, including embroidery, island pottery, old jewellery, photographs, postcards, etc., can be purchased, in addition to luncheon, tea, and toilet rooms.

St. Michael's Cathedral, built of coral rock, stands in St. Michael's Row, to the east of the Public Buildings. It occupies a site presented by Colonel W. Sharpe, who lies buried under the altar (his gravestone can be seen), and it replaces a building erected in the seventeenth century which was blown down by the great hurricane of 1780. The cost of building the cathedral was defrayed mainly by the money raised by a lottery which was sanctioned by the Legislature. By means of this lottery the vestry raised £5,000 towards building the cathedral

and £5,000 for the erection of the churches of St. Thomas, St. Lucy, St. George, and Christ Church. The font dates from 1680. The inscription round the top in Greek capital characters is a palindrome and reads: ΝΙΨΟΝ ΑΝΟΜΗΜΑ ΜΗ ΜΟΝΑΝ ΟΨΙΝ ("Wash the sin, not merely the skin"). Also in contracted Greek cursive is the phrase "Ἴσθι κάθαρος" ("Be thou clean"). By some it is still believed that the organ was originally designed for a Roman Catholic church, and that it was being conveyed to one of the French islands when it fell into the hands of Nelson, who sold or gave it to St. Michael's. The reredos is from a design by George Herbert Kitchin, son of the late Dean of Durham.

The cathedral has some interesting mural tablets. On the right of the south door is one to officers and men of the Queen's Regiment who "fell victims to this fatal climate," 1816-1817—a reminder of the ignorance which unfortunately prevailed a century ago as to the source of infection in yellow fever. On the right of the west door (on entering) is a quaint epitaph of Henry Cheeks (*ob.* 1824), which runs :

TABLET OF INKY HUE
REMAIN
AND MARK THE SPOT
WHERE NOBLE DUST IS SHRIN'D
FOR WELL THE POET'S STRAIN HATH SUNG
AN HONEST MAN'S THE NOBLE WORK OF GOD.

The Central **Police Station** is in Coleridge Street, about a five minutes' walk from Trafalgar Square. The **Free Library**, also in Coleridge Street, was first established in 1847 with books taken from the Literary Society of Barbados and the Clerical Library. The building was the gift of Mr. Andrew Carnegie, and was opened in 1906. Above the Library is a lecture hall, which is also used for public entertainments. Adjoining is the **Town Hall**, where the Legislature met from 1729 to 1784. It now serves as the Law Courts. The cellar was formerly used as a prison. The **Cotton Factory** is about a hundred yards farther at a residence in the White Park Road

which was formerly known as "Friendly Hall," and is owned by the Barbados Co-operative Cotton Factory Company, Ltd. (A description of a cotton factory will be found on page 442.)

After 1905, when the garrison was withdrawn from Barbados, Queen's House, just off the Constitution Road, the official residence of the officer commanding the troops, was purchased by the Government for £3,200, and the grounds, now known as **Queen's Park**, which are prettily laid out with a lake, terrace, and parterres designed by Lady Carter, the wife of the Governor at the time, were thrown open to the public on June 10th, 1909. They are within an easy walk of Trafalgar Square.

Behind the Park are the buildings and grounds of **Harrison College**, which was originally in Cathedral Square. Barbados has several higher-grade schools, the principal being this college and the Lodge, Combermere, Coleridge, Alleyne, and Parry schools¹ for boys, and Queen's College, the Alexandra School, and Codrington College High School for girls, each receiving a Government grant, the total amount applied in this manner being over £3,000. There are also 164 primary schools for Protestants, Wesleyans, and Moravians.

Government House is quite near Bridgetown and can be approached from Trafalgar Square by Constitution Road and Government Hill. The house, which is called "Pilgrim," was built for Sir Bevil Granville, Governor in 1703, and has been used as the Governor's residence ever since. Here Sir Bevil was nearly shot while sitting at a window.

The road over the Chamberlain Bridge (*see* page 77) becomes **Bay Street** and leads to the Savannah, Hastings, and St. Lawrence. It passes the commodious Empire Theatre on the left, and about three-quarters of a mile farther on, **George Washington's House**.

¹These schools received their names from a Mr. Harrison (who founded a school for poor white boys), Lord Combermere (Governor from 1817 to 1820), Bishop Coleridge (1824 to 1842), Sir John Gay Alleyne (Speaker from 1766 to 1797), and Bishop Parry (1842 to 1872).

The great American statesman visited Barbados in 1751 with his brother Lawrence, who was an invalid. The late Sir Charles P. Clarke and Mr. N. Darnell Davis, after a search of the island records, identified Captain Richard Crofton's house, in which the visitors stayed, as one at the corner of Bay Street and Chelsea Road. George Washington sailed from Virginia on September 28th, 1751, and arrived in Barbados on or about November 3rd, returning on board the *Industry* on December 22nd in the same year. At first he and his brother experienced some difficulty in finding lodgings, until "We pitched on the house of Captain Crofton, commander of James's Fort. He was desired to come to town next day to propose his terms." These proved to be £15 a month, exclusive of liquor and washing, which "we find ourselves." Of the house Washington writes: "It is very pleasantly situated near the sea, and about a mile from town. The prospect is extensive by land and pleasant by sea, as we command a view of Carlyle Bay and the shipping."

The approach to the **Barbados Aquatic Club** is on the right, just beyond this house.

Farther on the road ascends a slight incline and skirts the **Savannah** of St. Anne's, a fine open space of some fifty acres in extent, surrounded by a belt of handsome trees, a little over a mile from Bridgetown. Formerly the parade ground of the garrison, the Savannah has been devoted to sports of various kinds since the withdrawal of the troops in 1905-6. The building with the clock tower, formerly the guard-room, is now the house of the **Savannah Club**, which organises polo, and race meetings on a course round the Savannah periodically. The Club has several excellent tennis lawns and well-kept golf links. To the north of the club-house is the property known as Bush Hill, and at the intersection of the roads stands a monolith to the memory of fourteen soldiers and a married woman of the 36th Regiment (now the 2nd Bn. Worcestershire Regiment), who were killed in the hurricane of 1831. It is recorded upon it that it was designed by John

Lowther, and it is inscribed :

NEAR THIS SPOT REST THE REMAINS OF FOURTEEN SOLDIERS AND ONE MARRIED WOMAN OF THE 36TH REGIMENT WHO WERE KILLED BY THE DESTRUCTION OF THE BARRACKS AND HOSPITAL DURING THE AWFUL VISITATION OF THE HURRICANE

AUGUST 11TH, 1831.

THIS MONUMENT IS ERECTED BY THE NON-COMMISSIONED OFFICERS AND PRIVATES OF THE SAME CORPS AS A TRIBUTE OF RESPECT TO THE MEMORY OF THEIR DEPARTED COMRADES. PEACE TO THEIR REMAINS.

This monolith was originally erected near the Military Hospital at Hastings.

At the cross roads beyond the **Grand Stand** is another monument :

SACRED
TO THE

MEMORY OF LIEUTENANT-COLONEL PATRICK HENDERSON,
OF THE YORK LIGHT INFANTRY VOLUNTEERS,
WHO EXPIRED AT GUADELOUPE, AS MAJOR COMMANDING
THE ROYAL YORK RANGERS, ON THE 28TH OF AUGUST, 1810,
IGNORANT OF THE PROMOTION CONFERRED UPON HIM
BY HIS SOVEREIGN FOR HIS BRILLIANT AND IMPORTANT
SERVICES AT THE HEAD OF THIS CORPS DURING THE
CAMPAIGNS OF 1809 AND 1810,

AT
MARTINIQUE AND GUADELOUPE.

THIS TABLET
IS INSCRIBED

BY

LIEUTENANT-GENERAL SIR GEORGE BECKWITH, K.B.
COMMANDER OF THE FORCES,
AS A MARK NOT ONLY OF PRIVATE FRIENDSHIP, BUT AS A
TESTIMONY OF PUBLIC RESPECT FOR HIS MILITARY
CHARACTER.

Above the names of forty-three privates is :

TO THE MEMORY OF
THE UNDER-NAMED OFFICERS AND SOLDIERS
OF

THE ROYAL RANGERS

WHO FELL IN ACTION IN THE ARMY COMMANDED BY
LIEUT.-GENERAL SIR GEORGE BECKWITH, K.B., AT THE
REDUCTION OF THE FRENCH COLONIES OF MARTINIQUE,
THE SAINTES, AND GUADELOUPE IN 1809 AND 1810
LIEUTENANTS.—JOHN SYMONS, P. G. COPLEY, SAM GREGG,
ROBT. MARTINEAU
SERJEANTS.—SYLVAN NANOO, JAS. MAXWELL, J. B. RODGERSON
CORPORALS.—CHAS. COLLINS, WM. KNIGHT, WM. LEE
DRUMMER.—JAS. FOLEY.

The hurricane referred to on the first-named monument, which took place on August 11th, was one of exceptional violence. Sir James Lyon, the then Governor, in his official report, which was published in the *London Gazette* of October 27th wrote :

On the evening of the 10th the sun set on a landscape of the greatest beauty and fertility, and rose on the following morning over an utter desolation and waste. The prospect at the break of day on the 11th inst. was that of January in Europe—every tree, if not entirely rooted up, was deprived of its foliage and of many of its branches ; every house within my view was levelled with the ground, or materially damaged ; and every hour brought intelligence of the most lamentable accidents, and of very many shocking deaths.

The old barracks form a group of two-storied buildings arranged in an irregular square, about the Savannah, which used to be regarded as the finest parade ground in the West Indies.

These monuments are tended by the ladies of the Civic Circle, an admirable institution one of whose objects is the beautification of Bridgetown.

St. Anne's Castle, a quaint fort facing the bay, was erected in 1703 by Sir Bevil Granville, in honour of Queen Anne. Behind it is the old group of barracks known as the **Iron Barracks**, said to be haunted, and beyond them on Needham's Point is the old Naval and Military cemetery restored and now kept in order by the ladies of the Civic Circle. Among the tombs is one of James Sims, naval schoolmaster of H.M.S. *Bacchante*, in which Prince Albert Victor and Prince George went round the world in 1879-1882. Sims died, and was buried at 5.30 P.M. on New Year's Day, 1880, and it is recorded in the "Cruise of the *Bacchante*" that Prince George (now King George V), happening to keep that watch, marched as midshipman in charge of the funeral party of bluejackets under the first lieutenant. The central monument in the cemetery is made mainly from stones, from tombs outside the walls. Some are of great age dating back to the seventeenth century.

Hastings Rocks (20 minutes by 'bus) is another lung of Bridgetown, where the band plays periodically. It commands a charming view of the sea. Beyond Hastings are the seaside villages of Worthing and St. Lawrence, where excellent bathing can be obtained.

The country excursions which can be made from Bridgetown are numerous, and each one of them can be enjoyed in a day or less. The Windward Coast, however, deserves a much-longer stay.

It can be reached by the Barbados Government Railway whose terminus is near the north side of the eastern of the two bridges which cross the Careenage and Constitution River. The Railway, which has a 2 ft. 6 in. gauge, crosses the island and runs up the wind-swept east coast. Built by a private company, the first section was opened in 1880, and in 1926 it was acquired by the Barbados Government.

After passing through crowded negro villages the line skirts the bluff of the quaintly named My Lord's Hill, and, emerging from a cutting, affords a view of the valley of St. George's nestling under the hills, the highest point being Gun Hill (*see* page 102) with St. George's Church and Rectory at its foot. The line now enters a rich sugar-cane growing district. It passes (left) Bulkeley ($5\frac{3}{4}$ miles), Carrington (9 miles) and (right) Foursquare, three of the largest sugar factories in Barbados. (For a description of sugar manufacture, *see* page 436.) From Sunbury, a mile farther on, St. Martin's Church may be seen at the foot of the Christ Church hills, and the Crane Hotel away to the right on the sea coast (*see* page 94), which can be reached from Bushy Park station (11 miles). Beyond Three Houses ($12\frac{3}{4}$ miles), to the east of which is Ragged Point lighthouse (*see* page 95), the line, at Consetts Point, strikes the surf-beaten windward coast, along which it runs to the north, past Bath ($15\frac{3}{4}$ miles) the station for Codrington College (*see* page 90) and Bathsheba ($19\frac{3}{4}$ miles) (*see* page 93), where passengers for the Atlantis and Beachmount hotels alight, to the terminus at

Belleplaine near St. Andrew's Rectory in the Scotland district, which is justly famed for its romantic scenery (*see* page 89).

The **Cotton Tower**, St. Joseph (1 hour by motor-car), is the third highest position in the island (1,091 feet). It stands at the top of a narrow defile, which has been called the Devil's Bowling Alley, leading towards St. Joseph's Church. The tower was one of a chain of signal stations which extended right down the island, the others being at Charles Fort, near Queen's House, Highgate, Gun Hill, Moncrieffe, Grenade Hall, and Dover Fort. The system used was the Semaphore which was worked by artillerymen.

St. John's Church (14 miles; 1 hour by motor-car, from Bridgetown) stands at a short distance from the edge of a cliff 824 feet high, commanding an extensive view of the coral-fringed Windward Coast. In the churchyard is pointed out the tomb of Ferdinando Paleologus, descendant of the last Christian Emperor of that name, who was driven from Constantinople by the Turks. Ferdinando was the son of Theodoro Paleologus (who was buried at Llandulph in Cornwall) by his wife, Mary Balls, and he was successively vestry-man, sidesman, churchwarden, and trustee of St. John's Church in the seventeenth century. The tradition of the death and burial of a Greek prince was for many years current in Barbados; and when the Church of St. John was destroyed by the hurricane of 1831, the coffin of Ferdinando Paleologus was discovered in the vault of Sir Peter Colleton under the organ loft. The remains were reinterred in a vault belonging to one Josiah Heath, in 1906, and a memorial stone was erected by public subscription to mark the place where they now rest. The memorial, made of Portland stone, represents the porch of a Greek temple, with Doric columns and with the cross of Constantinople in the centre. It bears the following inscription, the wording of which was borrowed as far as possible from the monument of Theodoro Paleologus in Llandulph Church, Cornwall:

HERE LYETH YE BODY OF
 FERDINANDO PALEOLOGUS
 DESCENDED FROM YE IMPERIAL LYNE
 OF YE LAST CHRISTIAN
 EMPERORS OF GREECE
 CHURCHWARDEN OF THIS PARISH
 1655-1656,
 VESTRYMAN, TWENTYE YEARS.
 DIED OCT. 3, 1678.

The altar desk in the church, presented by Mr. J. C. Lewis, is inscribed "M.X. to F. Paleologus, Obt. 1678."

The church was erected at a cost of £4,000 in 1836 to replace one built in 1676 which was completely destroyed by the hurricane of 1831. It has a handsome set of silver-gilt altar plate, presented by Mr. Robert Haynes. The stained glass windows were the gifts of the Thomas and Gittens families; the wooden pulpit, carved by a local craftsman, was given by Mr. George Sealy, and the Caen stone font with marble columns by Dr. Thomas.

From **Hackleton's Cliff**, St. Joseph, which is 997 feet high (12 miles; 1 hour by motor-car from Bridgetown), the view over St. Andrew's and the hilly Scotland District of the island is even more attractive than that from St. John's Church. Describing it in his "History of Barbados," the Rev. G. Hughes quotes Glover's description of the Straits of Thermopylæ:

There the lofty cliffs
 Of woody Æta overlook the Pass;
 And far beyond, o'er half the surge below,
 Their horrid umbrage cast.

Hughes mentions also that when we first settled the island catacombs were found dug out of the rocks in the face of this cliff, "where lie the Remains of those who, like the Patriarchs of old, procured to themselves Places of Rest."

Bowmanston Waterworks, St. John (1 hour by motor-car). One of the principal services of water supply for Barbados is an underground stream at Bowmanston, in St. John's parish. The water is pumped from a cave 250 feet below the surface and 350 feet above sea-level. This cave, which is of great geological interest, varies

in width from 10 feet to 30 feet and from 35 feet to as much as 50 feet in height. The water percolating through the coral rock, which absorbs the rainfall very readily, runs with great speed in a southerly direction, and has a daily average flow of three million imperial gallons. The engines at the pumping station can raise two million gallons daily. Waterworks were first established in Barbados in 1861, and the island now has a splendid system of water supply, as the numerous and well patronised standpipes (which used to be called by the blacks "Queen Victoria's pumps") all over the island demonstrate.

One of the most picturesque, and at the same time interesting, places in the island is **Codrington College** (15 miles; $1\frac{1}{4}$ hours by motor-car, or 1 hour by rail to College Siding), which stands on the side of a hill overlooking the sea on the Windward Coast. Codrington, which is the oldest college in the West Indies, is affiliated to Durham University. It was founded by Christopher Codrington, Governor-General of the Leeward Islands, who died in 1710, and bequeathed two sugar estates, "Consett's" and "Codrington's"—now called "College" and "Society"—consisting of 763 acres, three windmills with the necessary building for the cultivation of sugar, 315 negroes, and 100 head of cattle, to the Society for the Propagation of the Gospel, in trust for the maintenance of a convenient number of professors and scholars, "all of them to be under the vows of poverty, chastity, and obedience; who shall be obliged to study and practise Physic and Chirurgery, as well as Divinity; that by the apparent usefulness of the former to all mankind they may both endear themselves to the people and have the better opportunities of doing good to men's souls, whilst they are taking care of their bodies."

At that time the plantations were computed to yield a net income of £2,000 clear of all charges. The erection of the college buildings was begun in 1716, and the masonry was finished in 1721; but it was many years before the college was completed, owing

to a debt due to the Society from the estates, which was not cleared off until 1738. The stone used, which is a conglomerate of limestone, was taken from the hill behind the college, and the timber was brought, at Government expense, in ships of the Royal Navy from Tobago and St. Vincent. The college was first opened as a grammar school on September 9th, 1745. Hurricanes and other disasters impoverished the estates, and it was not until 1834 that it was placed on a proper academic footing by Bishop Coleridge. In 1875 it was affiliated to Durham University. Successive Principals have been: Rev. J. H. Pinder, 1830; Rev. Richard Rawle, 1846-1864; Rev. W. T. Webb, 1864-1884; Rev. A. Caldecott, 1884-1886; Bishop Rawle, 1888-1889; the Rev. Canon T. H. Bindley, D.D., 1890-1909; Rev. (now Bishop) A. H. Anstey, 1911-1918; and Rev. J. C. Wippell, 1918.

In 1898 Codrington College passed through a serious crisis, the revenue from the sugar estates being insufficient for its maintenance, but with the help of the West India Committee an emergency fund was raised and an impending calamity averted.

A walk of twenty minutes up the hillside from Bath Station on the railway (15 $\frac{3}{4}$ miles by train from Bridgetown) brings the visitor to the extensive college buildings. In front of them is a broad lake, behind which rises a hill. On it is situated the "Society" Chapel and graveyard, a prominent feature of which is a cairn of stones, surmounted by a granite monolithic cross, under which lie the remains of Bishop Rawle, Principal from 1888 to 1889.

The cairn is inscribed:

RICHARD RAWLE—BISHOP
PRINCIPAL
OF
CODRINGTON COLLEGE
BORN 1811
DIED 1889

the best view of the college buildings is obtained from this position. On the left is the Principal's residence,

formerly the "Great House" of the estate and one of the oldest as well as the most extensive buildings in Barbados. The main building on the right was gutted by a fire which broke out on the night of April 18th, 1926, and completely destroyed many beautiful fittings of the chapel and dining hall, which was on either side of the portico. The total loss was estimated at £30,000.

An avenue of cabbage palms (*Oreodoxa oleracea*) leads from a triple-arched portico, which divides the chapel from the hall, to the foot of the hill, and a row of these stately trees also fringes the lake, contributing in no small degree to the beauty of the scene. Some of the trees, which are fully 80 feet in height—the tallest is over 100 feet—are computed to be more than one hundred years old. Two royal palms were planted at the end of the avenue nearest to the belfry on December 31st, 1879, by Princes Albert Victor and George of Wales. But the one planted by Prince Albert Victor died, and when in 1892 the news of the death of the beloved Prince reached the island, the negroes were not at all surprised. "We knew Prince Eddy die soon," they said, "his cabbage die!" Kingsley first saw cabbage palms, which form such a conspicuous feature of West Indian scenery, in St. Kitts, and he was much struck by their beauty. "Grey pillars, which seemed taller than the tallest poplars, smooth and cylindrical as those of a Doric temple. . . . It was not easy . . . to believe that these strange and noble things were trees," he wrote.

The college possesses a large swimming bath. On the beams supporting the roof are the following lines, the first two of which are from Samuel Rogers' "Epistle to a Friend," while the others were composed by Principal Rawle :

Emblem of life ! Which, still, as we survey,
 Seems motionless, yet ever glides away.
 Emblem of youthful wisdom to endure,
 Still changing yet unchangeably still pure.
 Like this fresh cleansing wave still useful be,
 Though rough thy passage to the boundless sea.
 Still in that sea thou shalt not stagnant lie,
 But ever useful tasks of blessing ply.

And on the reverse side of the beams :

Of sacred scenes these crystal streams may tell,
Bethesda's pool or soft Siloam's well.
Enjoy the pleasures these pure waters give,
But think of those which make the bathers live.
There is a fountain, Holy Scriptures say,
Where souls may bathe and sins be washed away.
Let all thy studies help thee Him to know
Through Whom for thee those heavenly waters flow.

The old estate's bell, which used to summon the slaves to work, in the garden behind the college should be noted.

Bathsheba, St. Joseph (14 miles ; $1\frac{1}{4}$ hours by motor-car, or $19\frac{3}{4}$ miles by rail, from Bridgetown), a popular seaside resort, and **Chalky Mount**, both on the Windward Coast, can be reached by the Barbados Railway. From Bathsheba the Potteries on the top of the "Mount" can be visited. Here the crude, though picturesque earthenware "guglets," "monkeys," and "conerees," as they are called according to their shape, are fashioned by skilful black artificers at their very primitive potter's wheels. At Bathsheba it is interesting to see the flying-fish fleet return after its labours. The little vessels, of which it is composed, each about 16 feet in length, pick their way through the openings of the coral reef, and it seems remarkable that they are not upset. Each boat is manned by two men and a boy and each carries three nets. The owner gets a third of the proceeds of the day's catch and the rest is divided. There are about two hundred boats on the coast and these are busily employed, except during the hurricane months when they do not go out at all. The most enjoyable way of seeing Chalky Mount is to make up a picnic party and go by train, and lunch at the "Benab" just under the Mount, a bungalow belonging to Mr. R. H. Emtage. From there the Potteries can be reached afoot. Chalky Mount, which rises almost from the beach to a height of 571 feet, is composed of clay and limestone with some ferruginous deposit. It is very rugged, and consequently a stiff climb. Indeed, except by a goat track on the

west side, it is almost inaccessible. The hill has three peaks, and its geological formation is very curious, the disturbed strata, which owing to the absence of vegetation can easily be seen except on the lower slopes, pointing to former convulsions, some say of a volcanic nature. Apart from the "Benab" there are no houses nearer than two miles, and passing trains once or twice a day are the only reminder of civilisation at this lonely spot.

The Crane, St. Philip (14 miles ; $\frac{3}{4}$ hour by motor-car, from Bridgetown), on the rugged south-east coast, is much resorted to for health and pleasure. It can be reached by motor-car or by train to Bushy Park (11 miles) and thence by car. It was once an important shipping place and took its name from the crane which was used for hoisting produce and goods. The coast here is rugged and very picturesque. To the south is a delightful pool called **the Mare**, while to the north is the celebrated **Dawlish Bounce**, where a sea-water bath can be enjoyed without the bather going into the sea.

Long Bay or **Lord's Castle**, St. Philip (1 hour by motor-car), is situated about a mile from the Crane Hotel. It is one of the finest mansions in the West Indies, but for very many years it was unoccupied. The present structure was built in 1820 for Mr. Samuel Hall Lord, to replace the original building, which dated from 1780. In shape it is square ; it has four entrances, approached by black and white marble steps, and is surmounted by battlements. The walls are immensely thick, and well calculated to withstand hurricanes. In 1831 the outside of the house was being repaired when it was struck by the terrific cyclone of August 11th, and though the scaffolding was carried off by the force of the wind and deposited in the mill-yard of the Three Houses Estate, *three miles away*, the building was uninjured. The chief features of the interior are the handsome plaster-work ceilings. A man named Warren was brought out to do the work in the days of slavery as a militiaman, when the planters were bound by law to leaven their holding of blacks with a certain number of white men.

But though he is generally credited with it he really did very little, the bulk being done by one Charles Rutter, whose son was employed some years ago to repair the ceilings. The work took Rutter and Randals, who was also brought out, three and a half years to complete. At the end of the long drawing-room and dining-room there are handsome mahogany columns made from trees grown in the island. The large looking-glasses, now dulled by age, convey some idea of the magnificent scale on which the house was furnished, and it is recorded that it was filled with priceless china and Chippendale furniture. The house, which Schomburgk describes as "an oasis in the desert," is still a private residence.

Before the lighthouse at Ragged Point was erected the wrecks on the Cobblers, a reef which almost closes in Long Bay, were significantly numerous, and many were the weird tales of lanterns tied to the branches of the coco-nut trees to snare sailors to their doom which used to be recounted by the "oldest inhabitants." A large number of the coco-nut trees, under which the fallow-deer roamed, still remain. The family vault of the Lord family of Long Bay is in St. Philip's Church, in the churchyard of which are two immense silk-cotton trees (*eriodendron anfractuosum*). When the silky floss in which the seeds are entangled falls, the ground looks as though snow has fallen on it.

Ragged Point lighthouse in St. Philip (15 miles; 1 hour by motor-car), is generally the first landmark sighted on nearing Barbados. The view of the Atlantic from it is very fine, and the spot is a favourite pleasure resort. The little island near by is known as Culpeper's Island.

Visitors interested in social questions should obtain permission to inspect **Dodd's Reformatory**, also in St. Philip, which was established in 1883.

On the way to or from Lord's Castle **Christ Church** ($\frac{1}{2}$ hour by motor-car) can be visited. It was erected in 1837 from designs by Captain Senhouse, R.N., at a cost of £4,000, to replace a building destroyed by the hurricane of 1831.

For those of a psychological turn of mind, a visit to the churchyard has a peculiar and absorbing interest. A strange occurrence took place there in 1820, the cause of which has never been satisfactorily explained. Whenever a certain vault, which had been hermetically sealed, was opened, the coffins in it were found to be in a state of confusion. It was generally believed that this was due to some supernatural agency. Whether this was so or not it must be left to the reader to judge after the perusal of the following authentic account, compiled by the late Hon. Forster M. Alleyne in 1908 :

The " Barbados Coffin Story " has been told many times : by Sir Robert Schomburgk in his " History of Barbados " ; by Viscountess Combermere in the life of her husband, Governor of the island at the time the event occurred, who based her account on an anonymous pamphlet entitled " Death Deeds " ; by Mr. Robert Reece in the columns of *Once a Week*, and, perhaps, by many others. I myself heard the story from the lips of Sir Robert Bowcher Clarke, who was present at the opening of the vault, and my own father, though not present at the opening, was in the island at the time, and made mention of it to his sister in England, as is evidenced by a letter from her to him, which is still in my possession. Some months ago Mr. Andrew Lang wrote to me that a similar disturbance among coffins had taken place in the public cemetery at Arensburg, on the island of Oesel, in the Baltic, in 1844, as detailed by R. Dale Owen in his " Footfalls on the Boundary of Another World." Numerous high authorities were quoted for the verification of this event, and it is stated that an official enquiry was made into the circumstance, and the report was signed by all its members and placed on record in the consistory, where it " is to be found among its archives, and may be examined by any traveller." An enquiry by the Society for Psychical Research revealed the fact that there is no such document in existence, nor is any such story known to the owner of the vault.

I therefore asked myself, what authentic evidence had we to prove that our Barbados story was really true? That it was so, I had not the smallest doubt, but how could I prove it? Indeed, Mr. Lang wrote to me saying that he had read a paper before the Folk-Lore Society on the subject, and that it was received very sceptically by the President, and, in fact, was treated with scant interest. I therefore determined to see if I could not obtain first-hand authentic proof. My first step was to go to Christ Church, the place where the vault is situated. I examined the Burial Register and found the names of the occupants

of the vault, as will be given below, and their interments duly attested by the Rector, Dr. Orderson, but absolutely without comment, and not the smallest hint that anything extraordinary had taken place. I had the Parochial Treasurer's accounts examined, thinking that some clue might be obtained from them, but there was nothing. Neither do the files of contemporary newspapers which are still extant make any mention of it. Some time afterwards, when I was almost in despair, for I had only discovered several old copies of lists of the interments, evidently furnished by Dr. Orderson, with comments on the disturbances among the coffins, I heard accidentally that the Hon. Nathan Lucas, M.L.C., whose name is always mentioned as having been present at the opening of the vault on April 18th, 1820, together with Lord Combermere and others, had left a large number of manuscript volumes. These are all written in his own hand and contain copies of old records, as well as notes of topographical and archaeological interest, and narrations of other occurrences within his memory. I found that some of them had passed into the possession of Mr. Racker, the proprietor of the *Agricultural Reporter*, who kindly lent me one of them, which contains a detailed account of the opening of the vault. This, then, is an absolutely authentic document; it is in the handwriting of Mr. Nathan Lucas, who was himself an eye-witness, and is attested by the then Rector of Christ Church, the Rev. Thomas D. Orderson, D.D. It also contains drawings of the vault, and of the position of the coffins, made on the spot by the Hon. Major Finch, Lord Combermere's A.D.C., and similarly attested by Dr. Orderson.

I now transcribe Mr. Nathan Lucas' statement, which has never before been printed; it is stamped with truth in every word, and the original of it is still extant. I need only add that it was always believed that Lord Combermere sent home to England an official account of the occurrence duly certified; but a careful search at the Record Office has hitherto produced no results. It is fortunate therefore, that in the original of the subjoined narrative we have a document which places the truth of the story beyond all cavil.

"This Vault," it runs, "is in the west end of the Churchyard, next the wall of the stable. Part is dug out of the live rock; all the rest is wall, arched at the top. The rock is the common Lime Stone of the Island. It is an appurtenance to Adam's Castle Estate, which formerly belonged to the family of Walrond, from which it passed to the Elliots, and is still called 'Walrond's Plantation.' How it came to the family of Adams I am not informed. The entrance into it, over the steps, is closed with a ponderous slab of blue Devonshire marble; the front is closed with a double wall, from top to bottom, an inner and outer not united.

On the tombstone is the following inscription, exactly copied for me by the Rector of the parish, the Revd. Doctor

Thomas Harrison Orderson :

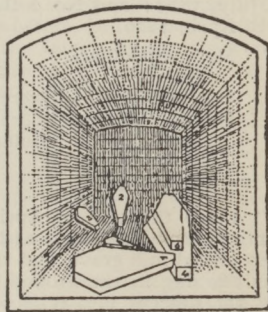
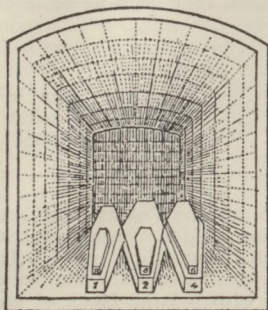
“ ‘ HERE LIES THE BODY OF
 THE HONBLE. JAMES ELLIOT, ESQ.,
 SON OF THE HONBLE. RICHARD ELLIOT, ESQ.,
 HE MARRIED ELIZABETH THE DAUGHTER OF
 THE HONBLE. THOMAS WALROND, ESQ., OF THIS ISLAND,
 HE WAS BRAVE, HOSPITABLE AND COURTEOUS
 OF GREAT INTEGRITY IN HIS ACTIONS ;
 AND CONSPICUOUS FOR HIS JUDGMENT AND
 VIVACITY IN CONVERSATION.
 AFTER HIS MERIT HAD ADVANCED HIM TO THE
 HONOUR OF BEING ONE OF HIS MAJESTY’S COUNCIL
 HE WAS SNATCHED AWAY FROM US
 THE 14TH OF MAY ANNO DOMINI 1724
 IN THE 34TH YEAR OF HIS AGE,
 AND DIED LAMENTED BY ALL WHO KNEW HIM,
 IN HONOUR TO HIS MEMORY HIS TRULY SORROWFUL
 WIDOW HAS ERECTED THIS TOMB.’

“ In this vault the leaden coffins having been found displaced several times, it became a matter of curiosity and inquiry ; and being at Eldridge’s Plantation, next the Church, in company with the Right Honble. Lord Combermere, on a visit to the Proprietor, Robert Bowcher Clarke, Esq., on the 18th of April, 1820, it became a subject of conversation at noon, when the negroes were coming home from the field. We took eight or ten of the men directly with us to the Churchyard, to open the Vault, and sent off for the Rector, The Revd. Dr. Thos. H. Orderson, who very soon arrived. His Lordship, myself, Robert Bowcher Clarke, and Rowland Cotton, Esq., were present during the whole time.

“ On our arrival at the Vault, every outward appearance was perfect, not a blade of grass or stone touched ; indeed collusion or deception was impossible ; for neither ourselves nor the negroes knew anything of the matter ; for the subject was hardly started in conversation before we set out for inspection ; and the Churchyard cannot exceed half a mile from Eldridge’s. The annexed drawing with the references was made for me at the instance of the Doctor, copied from one sketched on the spot by the Honble. Major Finch, who very soon joined our party at the Vault. The following particulars were obligingly supplied by the Doctor. I was present from beginning to end : and no illusion, trick, or deception could have been practised.

“ ‘ Parish of Christ Church. In the Churchyard there is a Vault, which by the Inscription on the Tomb belongs to the Elliot family, in which Vault no person had been buried for many years. In July, 1807, application was made to the Rector to permit the remains of Mrs. Thomasina Goddard to be interred in the Vault ; and when it was opened for her reception, it was quite empty, without the smallest appearance of any person

having been buried there. Mrs. Goddard was buried July 31st, 1807. February 22nd, 1808, Mary Anna Maria Chase, Infant daughter of the Honble. Thomas Chase, was buried in the same Vault in a *Leaden Coffin*. When the Vault was opened for the reception of the Infant, the Coffin of Mrs. Goddard was in its proper place. July 6th, 1812, Dorcas Chase, daughter of the Honble. Thomas Chase, was buried in the same Vault. Upon the Vault being opened for her reception, the two *Leaden Coffins* were evidently removed from the situation in which they had been placed; particularly the Infant, which had been thrown from the North East corner of the Vault where it had been placed, to the opposite angle: The Coffin was nearly upright in the corner but the head was down to the ground. September the 25th,



Situation of the Coffins when the Vault was closed July 7, 1819, in the presence of the Reverend Thomas H. Orderson.

Situation of the Coffins on April 18, 1820, when the Vault was reopened in the presence of the Rt. Hon. Lord Combermere, R. B. Clarke, Esq., Rowland Cotton, and Honble. N. Lucas.

SKETCHES OF THE CHASE VAULT

From the manuscript of the Hon. Nathan Lucas.

1816, Samuel Brewster Ames, an Infant, was buried; and the *Leaden Coffins*, when the Vault was opened, were removed from their places, and were in much disorder. November 17th, 1816, the Body of Samuel Brewster (who had been murdered in the Insurrection of Slaves on the 15th of April preceding and who had been previously buried in the Parish of St. Philip) was removed and interred in the Vault, and great confusion and disorder were discovered in the *Leaden Coffins*. July 7th, 1819, Thomasina Clarke was buried in the same Vault, and upon its being opened much confusion was again discovered among the *Leaden Coffins*.

“N.B.—When Miss Clarke was buried, the Coffin of Mrs. Goddard had fallen to pieces; and was tied up in a small bundle,

between Miss Clarke's coffin and the Wall ; and on April 18th, 1820, the bundle was *in situ*. At each time the Vault was opened, the coffins were replaced in their proper situations ; and the mouth of the Vault was regularly closed and cemented by Masons, in the presence of the Rector and some other persons. On the 7th of July, 1819, private marks had been made at the mouth of the Vault in the Mason work, and on the 18th day of April, 1820, *the marks were perfect*.

“ On the 18th day of April, 1820, the Vault was opened at the request of Lord Combermere, in the presence of his Lordship, The Honble. Nathan Lucas, Robert Bowcher Clarke, and Rowland Cotton, Esq. The two annexed drawings represent the situation of the Coffins. No. 1 as they were left on the 7th of July, 1819 ; and No. 2 the situation they were found in the 18th April, 1820.

“ Mary Anna Maria	} were in <i>Leaden</i> Coffins.	Mrs. Goddard { were in Miss Th. Clarke { Wooden Coffins.
Chase		
Dorcas Chase		
Honble. Thomas		
Chase		
S. B. Ames and		
S. Brewster		

“ Since the 18th of April, 1820, all the Coffins have been removed from the Vault at the desire of Mrs. Chase, and have been buried in a grave, and the Vault still continues open. The Vault is dug in the ground, about two feet in the live rock ; and the descent into it is covered with a large block of blue Devonshire marble ; which will take some hours to be removed and replaced again in its proper situation. It will take at least four able men to remove the stone.

“ Certified March 26th, 1824.

“ T. H. ORDERSON, D.D.

“ Rector.

“ For the Honble. Nathan Lucas.’

“ In England, at this day, the body is first enclosed in a shell ; that in lead, and lastly, the Coffin of State without all, ornamented, etc.

“ In Barbadoes, it is otherwise ; the body is put at once into a Coffin of State, etc., and that is enclosed in Lead, at the Grave, and is without the wooden Coffin.

“ The Children's coffins were placed upon bricks in the Vault. Mr. Chase's on the Rock, the bottom of the Vault. Now how could one of the *Leaden* Coffins be set upon end against the wall ?

“ Why were the coffins of wood *in situ* ? and why was the bundle of Mrs. Goddard's decayed Coffin found where it had been left ? Wood certainly would first float. There was no vestige of water to be discovered in the Vault ; no marks where it had been ; and the Vault is in a level Churchyard, by no means in a fall much less in a run of water. Earthquake could

not have done this without levelling the Churchyard to the ground.

" Being informed some time after that a similar occurrence had been said to have happened in England, I had the account looked for, and the following copy was given to me ; I did not see the work from whence it was extricated, but I have no reason to doubt the accuracy of it.

" From the European Magazine for September, 1815.

" ' The Curious Vault at Stanton in Suffolk.'

" (Qy. Which of the Stantons? N.L.)

" ' On opening it some years since, several *Leaden Coffins*, with wooden cases, that had been fixed on biers, were found displaced to the great astonishment of many inhabitants of the village. The Coffins were placed as before, and properly closed : when some time ago, another of the family dying, they were a second time found displaced ; and two years after, they were not only found all off the biers, but one coffin as heavy as to require eight men to raise it was found on the fourth step that leads into the Vault.'

" Whence arose this operation, in which it is certain no one had a hand ? N.B.—It was occasioned by water, as is imagined, though no sign of it appeared at the different periods of time that the Vault was opened."

The following is the statement of Mr. Lucas as regards the Christ Church Vault.

" I examined the walls, the Arch and every part of the Vault, and found every part old and similar ; and a mason in my presence struck every part of the bottom with his hammer, and all was solid. I confess myself at a loss to account for the movements of these *Leaden Coffins*. Thieves certainly had no hand in it ; and as for any practical wit or hoax, so many were requisite to be trusted with the secret for it to remain unknown ; and as for negroes having anything to do with it, their superstitious fear of the Dead and everything belonging to them preclude any idea of the kind. All I know is that it happened, and that I was an Eye witness of the fact !!! "

When the result of Lord Combermere's investigation became known, it caused such a commotion in the neighbourhood that the vault had to be abandoned and the coffins removed and buried elsewhere in the churchyard in separate graves. The vault now stands deserted and forlorn, and if curiosity prompts him to enter it the visitor will probably find nothing inside except perhaps some stray leaves and a few bones thrown there at some later date.¹

¹ A Chapter is devoted to the Barbados coffin mystery in " West Indian Tales of Old." London : Duckworth.

Oistin's Town, Christ Church ($\frac{3}{4}$ hour by motor-car), is a small fishing village chiefly notable as having been the place where, at "Ye Mermaid's Inn," the articles for the capitulation of Barbados were signed by the Royalist Commissioners of Barbados and the Commissioners of the Commonwealth in 1652, after a stubborn defence. No trace of the inn, which was kept by a Welshman, now remains. The bay was called :

Austin's Bay, not in commemoration of any Saint, but of a wilde mad drunken fellow, whose lewd and extravagant carriage, made him infamous in the Iland; and his Plantation standing neer this Bay, it was called by his name.—*Ligon*, 1657.

A beautiful view of Oistin's is obtainable from **Kendal Fort**—so called from James Kendal, Governor from 1689 to 1694. A pathway across the fields leads to a spot where a few guns still remain, but the stonework has been removed. **South Point Lighthouse** (90 feet high), which is built throughout of iron, also commands an extensive view.

In the parish church of **St. George**, a painting of the Resurrection by the American Quaker painter Benjamin West, afterwards President of the Royal Academy, is to be seen. Mr. Frere, the then owner of "Lower Estate," commissioned West to paint the picture for the altar in 1786, but when the painting arrived it was put away in an outhouse on the estate in consequence of a dispute with Mr. Thomas, the Rector. It will be noticed that the eye of the centurion is damaged. This is due to the act of a carpenter of burglarious intent who broke into the outhouse and was so alarmed at the fixed manner in which the centurion was glaring at him that he pushed the eye in. The picture was sent to England to be repaired; but West had meanwhile died, and no artist of repute would meddle with the work. The vestry once refused an offer of £2,000 for the painting.

Gunn Hill, St. George (6 miles; $\frac{1}{2}$ hour by motor-car from Bridgetown), commands a fine view of the valley of St. George. In the event of any outbreak of illness the white troops, who were finally withdrawn in 1905, used to camp at this spot, which is delightfully cool and

healthy. On the side of the cliff is a grotesque British lion sculptured by Colonel H. J. Wilkinson, and though as a work of art it cannot be compared with Thorwaldsen's masterpiece in Lucerne it is very cleverly executed. Below it is a quotation from the Vulgate of Psalm lxxii, 8 :

DOMINABITUR . A MARI . VS AD MARE
A FLUMINE VS AD TERMINOS ORBIS . TERRARUM

which is translated. " He shall have dominion from sea to sea and from the river unto the ends of the world " ; and the inscription in doubtful Latin : " Hen. Joa. Wilkinson Gen. Coh. Ped. IX Britan. Trib. Castr. Sculpsit A.D. MDCCCLXVIII." (Henry John Wilkinson, Colonel Commanding the 9th British Foot [now the Norfolk Regiment] tribune of the Camp, carved it in the year 1868.)

Welchman's Hall or Westwood Gully ($\frac{3}{4}$ hour by motor-car, by way of Warren's, Cane Garden, and Holy Innocent Chapel), with its luxuriant tropical vegetation and Cole's Cave (about an hour's drive from Bridgetown) both deserve attention. Like most of the numerous gullies for which Barbados is famous, that of Welchman's Hall is of great interest and beauty. It can, however, only be explored on foot. These gullies are mostly situated in the north-west centre of the island. They are deep clefts like river-beds which cut the upper ridges at varying intervals from the centre to the west. After heavy rains they become raging torrents which rush down to find an outlet to the sea ; but at ordinary times they hold no water, though great boulders and rocks brought down from the highest levels indicate the force of the flood. The cliffs in some places rise to a height of over 150 feet and the scenery is decidedly fine. Many noble trees and beautiful palms, chiefly of the cabbage and macaw variety, clothe with their verdure the bottoms of the gullies, while the rocks and boulders are clad with every variety of creeper and fern, and wild flowers, including orchids, grow in profusion. In the sides of some of the gullies are curious caves. At Sion Hall, for example, there is one which is carpeted with ferns of rare beauty. It has also numerous small pools

formed by the water which continually drips through the porous rock overhead. Here, it is said, monkeys come to quench their thirst and to seek shelter. In Lewis Gully in St. Thomas are to be seen some stalactites which assume fantastic shapes—one resembles a crocodile, and another an elephant's head. This gully has a grass road through it which ends in a narrow path like a Devonshire lane. Welchman's Hall or Westwood Gully is, however, the most attractive and picturesque of all. It is clothed with luxuriant tropical vegetation, while at the bottom a sparkling streamlet yields nourishment to an immense variety of ferns and creepers. Many of the gullies are spanned by massive stone bridges built for the most part during the old days of cheap slave labour. It is well that the bridges are massive, as they have to withstand a tremendous rush of water after a tropical downpour of rain.

In **Cole's Cave**, in St. Thomas (7 miles from Bridgetown; $\frac{1}{2}$ hour by motor-car), a most interesting underground river can be seen. Permission must, however, first be obtained from the manager of Walkes' Spring Estate, on which it is situated. It is also desirable to take a guide and torches. The entrance to the cave is at the bottom of a deep gully clothed with tropical vegetation. At a distance of about one hundred yards from the mouth the cave divides at "the Fork" into two branches, and from the side of the larger of these a clear stream issues. The cave a little farther on becomes spacious, and forms a basin which has been called "the Bath," but it then contracts again, and the outlet of the stream has never been discovered, though an old story is still current in the island that a duck was put into the water at the end of the accessible part of the cave and found a safe exit at Indian River in St. Michael. According to Schomburgk :

The duck, it is said, was exhausted, and nearly stripped of its feathers, perhaps by passing through fissures and coming in contact with projecting rocks. The story is possible, but unlikely; unfortunately there is another version of it which says that the duck was recovered in Scotland district.

Richard Blome, writing in 1672, says that these caves were

often the sanctuaries of such negro-slaves that run away, in which they oft-times lie a good while ere found out, seldome stirring in the day time. . . . And it is supposed that these caves were the habitations of the natives.

Richard Ligon confirms this. In his "True and Exact History of the Island of Barbadoes," published a year later, he says :

The runaway negres, often shelter themselves in these Coverts, for a long time, and in the night range abroad the Countrey, and steale Pigs, Plantins, Potatoes, and Pullin, and bring it there ; and feast all day upon what they stole the night before ; and the nights being dark and their bodies black, they escape undiscern'd.

These thieves, it appears, used to be hunted down successfully by "Liam Hounds."

The Hole or Hole Town, St. James, on the leeward or west coast (7 miles ; $\frac{1}{2}$ hour by motor-car), has little of interest except perhaps the old Fort behind the Police Station and the Tercentenary Monument. The latter was unveiled on November 30th, 1905. It is inscribed :

1605—1905
THIS MONUMENT COMMEMORATES
THE TERCENTENARY OF
THE FIRST LANDING OF ENGLISHMEN
FROM THE "OLIVE BLOSSOM," NEAR THIS SPOT
ABOUT THE MONTH OF JULY 1605.
THEY ERECTED A CROSS
AND INSCRIBED ON A TREE THE WORDS
"JAMES K. OF E. AND THIS ISLAND,"
THUS CONSTITUTING POSSESSION FOR THE CROWN OF ENGLAND
IN WHOSE UNINTERRUPTED POSSESSION
THE ISLAND HAS REMAINED.
THE CORNER STONE
WAS LAID ON THE 30TH NOVEMBER 1905,
BY HIS EXCELLENCY SIR GILBERT T. CARTER, R.N., K.C.M.G.
THE GOVERNOR OF THE ISLAND
IN THE PRESENCE OF MEMBERS OF THE LEGISLATURE
AND A LARGE CONCOURSE OF THE INHABITANTS.
THE COST OF ERECTION WAS DEFRAYED
BY PUBLIC SUBSCRIPTION OF THE INHABITANTS

The column marks the spot where the English in the *Olive Blossom* first landed in 1605, and also the landfall of Sir William Courteen's settlers, under Richard Deane, 1626. The town was afterwards called James-town in honour of James I.

St. James's Church, Hole Town, boasts an old bell inscribed "God Bless King William 1696," also a font dated 1684, and very old communion plate. The bell was brought away by General Sir Timothy Thornhill from Martinique after a successful attack on that island. A curiously worded inscription on a monument to the wives of Sir John Gay Alleyne, whose family resided for generations at Porters, should be read.

Porters Wood (8 miles; $\frac{1}{2}$ hour by motor-car), with its flock of wild monkeys, which gaily disport themselves in the mahogany trees, and St. James's Church, are both very well worth attention. At Porters, once the residence of Dudley Woodbridge, Director-General of the Assiento Company (*see* page 7), there is a curious swimming-bath, the origin of which is sufficiently explained by the following inscription:

INVITO
DUDLEIO WOODBRIDGE
ARM^o
AMANTE NIHILOMINUS MUNDITIAS
AQUA NIMIUM INUNDANTE
IN BALNEARIUM
HOC CONCLAVE
ABIIT
VII^o KAL. APR. MDCCXXXV.
THOS. HILL. INVENTIT.

[Trans. This chamber was turned into a bath by Dudley Woodbridge, Esq., reluctantly, though he loved cleanliness, because of its being constantly flooded. March 26th, 1735. Sculptured by Thomas Hill.]

Speightstown (pronounced Spikestown), St. Peter ($\frac{3}{4}$ hour by motor-car from Bridgetown), formerly a shipping place of importance, once enjoyed a considerable trade with Bristol, earning in consequence the name of Little Bristol. The late Mr. E. G. Sinckler, in his "Handbook of Barbados," said that it was probably built on the lands of William Speight, a member of

Governor Hawley's Parliament in 1630. The town has a church dedicated to St. Peter, and several chapels. It is here that the flying-fish industry is best seen. Speightstown is also the headquarters of a small whaling industry. It used to be defended by **Denmark Fort**, which is now an almshouse. The guns and platform are still in a good state of preservation.

All Saints, in the parish of St. Peter, is said to be the oldest church in the island. It has many stained-glass windows and the tombs of William Arnold (one of the first settlers), Sir John A. Gibbons, Bart., and Sir Graham Briggs, Bart. **St. Nicholas Abbey**, St. Peter ($1\frac{1}{4}$ hours by motor-car from Bridgetown) the property of Mr. C. J. P. Cave, is chiefly remarkable as being the only house in Barbados with fireplaces. It is built in late Elizabethan style, and is one of the oldest mansions in the islands. The drawing-room is panelled with Barbados cedar. **Cherry Tree Hill**, a short distance beyond the Abbey, reached by a noble double avenue of Casuarina and mahogany trees, commands a striking view of the Scotland District, with Hackleton's Cliff (*see* page 89) beyond.

Farley Hill, in St. Peter's (16 miles; $1\frac{1}{2}$ hours by motor-car from Bridgetown), the residence of the late Sir Graham Briggs, is notable as being the original home of the beautiful Farleyense fern (*Adiantum Farleyense*). J. A. Froude stayed here in 1887. In the grounds are trees planted by Prince Alfred, afterwards Duke of Edinburgh, who visited the West Indies in the *Euryalus* in 1861, and by Princes Albert Victor and George (now King George V), who toured the Caribbean in H.M.S. *Bacchante* in 1879-80. From **Grenade Hill**, St. Peter, a disused semaphore signal-station (*see* page 88) near by, a fine view of the Scotland District can be obtained.

At **Turner's Hall Wood**, St. Andrew (14 miles; $1\frac{1}{4}$ hours by motor-car from Bridgetown), on a ridge stretching from the semicircular cliffs at the north-east, is seen the sole remnant of the virgin forest, which covers 46 acres of land. It consists mainly of locust,

cedar, fustic, and bully trees, which once completely clothed the island. Of these, locust and fustic bulked largely among the exports of Barbados in the seventeenth century. Near it are the borings of the British Union Oil Company, and a tiny but curious boiling spring—the gas (carburetted hydrogen) rising through which can be ignited and used for cooking purposes on a very small scale. On the way to the wood, **Porey Spring**, St. Thomas ($7\frac{1}{2}$ miles from Bridgetown), and gully can be visited. The spring has lost its picturesque appearance since it was artificially controlled, but the gully, like that at **Duncombe** half a mile farther on, is very beautiful.

The **Animal Flower Cave**, in St. Lucy at the extreme north of the island (21 miles; $1\frac{1}{2}$ hours by motor-car from Bridgetown), deserves a visit. This remarkable cave was once only approachable by the cliff side, and a visit to it was in consequence not unattended by danger. It can now, however, be safely entered by a flight of stone steps at the back of the first cave, a large vaulted room about 80 feet long, 40 feet wide, and 20 feet high, with several "port-holes" overlooking the sea, through which the waves break with great force at high tide. The second cave contains a pool of water, and is called the Bathing Cave. From it the Carpet Room is reached. This has a pool of water in the centre, in which the so-called "animal flowers" (*serpulae*, or sea-worms) used to flourish. Few now remain, however, the majority having been destroyed or carried off by predatory tourists. The fee for visiting the cave is 1s. (24c.) per head, and a similar fee gives one the entrée to a Rest House near by.

Maycock's Fort, picturesquely situated in the same parish, is now bereft of its guns. Treasure is said to be buried there, but all endeavours to trace it have failed. The bay near by bears the ill-omened name of Hangman's Bay.

Barbados was the first British Colony on which the Prince of Wales set foot during his Australian tour in H.M.S. *Renown* in 1920. The Royal Visitor, who was

welcomed with enthusiasm by the patriotic people of the island, after attending a formal reception in the Chamber of the House of Assembly, was taken for a drive through characteristic districts, and in the evening was entertained at a brilliant ball in the Public Buildings. In the course of one of the speeches he delivered during the day, he said: "As a naval officer, the King knows this Colony and the other Islands of the British West Indies well, and His Majesty particularly desired me to tell you how happy are his memories of the time which he spent among you here. Since its first occupation, the beautiful island has flown no flag but the British flag, and under many trials, both in peace and war, it has never wavered in its staunch allegiance to the British Crown."

CHAPTER VI

TRINIDAD AND TOBAGO

TRINIDAD

" Misericordie probat populos et fœdera jungi."

The Colony's motto, adapted from
Virgil's *Æneid*, iv, 112.

TRINIDAD, which lies off the delta of the Orinoco, between latitude $10^{\circ} 3'$ and $10^{\circ} 50'$ N. and longitude $60^{\circ} 55'$ and $61^{\circ} 56'$ W., is rather smaller than Lancashire, its total area being 1,862 square miles. Its population of about 340,000 is composed of black and coloured people of African descent, and families of English, French, Spanish, and German extraction, while no fewer than one-third of the inhabitants are of East Indian origin, being immigrants from Calcutta, and their descendants. These immigrants were introduced annually under a system of indenture (*see* page 8) between the years 1845 and 1917 when the s.s. *Ganges* brought the last batch to Port of Spain. There is also a considerable Chinese population. Some members of the commercial community in Port of Spain, and many small store-keepers in the villages, are Chinese.

In shape, Trinidad is rectangular, with promontories at the four corners, those at the north-west and south-west being extended towards the mainland and enclosing the Gulf of Paria, which is practically a land-locked sea between Trinidad and Venezuela with narrow straits at the north and south. The straits at the north are called the Bocas del Dragón, or Dragon's Mouths, and those at the south the Boca de la Serpiente, or Serpent's Mouth. There seems to be little reason to doubt that

Trinidad at a distant date was connected with the mainland, and it is plainly noticeable that the three islands in the northern straits—namely, Chacachacare, Huevos, and Monos—are of the same formation as the mountains on the Spanish Main. The north coast of Trinidad is rock-bound except at Maracas and Las Cuevas Bays. There is also the small cove of Macqueripe. The east coast is so exposed to the surf as to be almost unapproachable at some periods of the year, while the south coast is steep in parts and the bays of Erin, Quinam, Moruga, and Guayaguayare, are so shallow that vessels have to lie at an inconvenient distance from the shore. There are, however, several suitable shipping ports on the west coast. The island is somewhat mountainous, and it has three distinct ranges of hills running east and west, the highest points being Cerro de Aripo (3,085 feet) and Tucuche (3,070 feet). The rivers, though numerous, are unimportant, the Caroni and Guaracare on the western side and the Oropuche and Ortoire on the eastern side being the principal.

The island has eight counties, four north of the central range which ends at San Fernando on the west, and four south of it, but for administrative purposes it is divided into wards. Port of Spain (population 64,433), in the county of St. George, at the angle formed by the north-western promontory above referred to, is the capital and trade centre of the island. It has as yet no proper harbour, and as large steamers cannot get very near owing to the shallowness of the water, passengers have to reach the shore by launch. Port of Spain has many handsome buildings, and enjoys the advantages of electric light, telephones, and an extensive electric tramway system. The city has an adequate water-supply and a sewerage and drainage system. A notable authority—the last Sir Rubert Boyce—pronounced it one of the most sanitary towns in the West Indies. The second town in order of importance is San Fernando (population 10,941), thirty-five miles from the capital. Next to it comes Arima (population 4,529), which has a charter of incorporation.

It stands about sixteen miles inland from Port of Spain.

INDUSTRIES. The soils of Trinidad are varied but for the most part very fertile. Rather more than half of the island is cultivated. The principal agricultural industries are sugar (with its by-products, molasses and rum) and cacao. Coco-nuts and copra, coffee, grape-fruit, and bitters are also included among the exports. Trinidad is the source of Angostura bitters, the manufacture of which was transferred to the island from Angostura or Ciudad Bolivar in 1875, owing to the troubled state of Venezuela. Asphalt and petroleum are produced, and the exports of petroleum products are now greater in value than those of any other industry. Trinidad in 1929 assumed first place in the Empire as an oil-producing country.

CLIMATE. The climate of Trinidad is hot and in the summer months humid. The mean annual temperature is 80° Fahr., but at night the thermometer often falls below 70° Fahr. in Port of Spain, and lower still in the hills. The wet or rainy season is subject to variation, but it generally extends from May to December, with a short break in September, and the annual rainfall is about 70 inches. Trinidad is fortunate in being out of the hurricane zone, and it is comparatively free from earthquakes.

HISTORY. Trinidad was discovered by Columbus during his third voyage on July 31st, 1498, and was so called by him after the Trinity, the idea being, it is said, put into his mind by his sighting three very conspicuous peaks in the southern range of hills in Moruga, now known as the Three Sisters. It is, at any rate, certain that the first land that he saw was the south-eastern corner—now Cape Galeota—which he called La Galera. He sailed along westward, and entered the Gulf of Paria by the Boca de la Serpiente, or Serpent's Mouth, and after trading with the Indians whom he found there, he left again through one of the Bocas del Dragón, or Dragon's Mouths. No definite attempt was made to settle the island until 1532, when a Spanish Governor, Don Antonio Sedeño, was appointed to preside over its destinies.

In 1577 or 1584, the settlement of St. José de Oruña was founded on the spot on which the present town of St. Joseph stands, seven miles inland from Port of Spain. The town was destroyed by Sir Walter Raleigh, who visited the island in 1595, and caulked his ships with pitch from the spot "called by the naturals Piché and by the Spaniards Tierra de Brea" (the Pitch Lake). The fortunes of the island fell to such a low ebb in 1740 that the colonists complained that they could go to Mass but once a year and then only in clothes borrowed from each other, and Mr. Joseph in his "History of Trinidad" says that he learnt from an old paper that the Cabildo or Municipality had but one pair of small clothes among them. In 1780, at the

instance of M. St. Laurent, a Frenchman from Grenada, who had visited the island and recognised its possibilities, the Spanish issued a decree encouraging foreigners to settle in Trinidad, and in 1783, a further proclamation having been issued calling attention to the advantages offered by its fertile soil, a large influx of settlers resulted. Don José Maria Chacon was sent out as Governor, and the population rose rapidly from 300 in 1783 to 18,000 in 1797.

In 1796 it happened that a quarrel occurred between the men of a British squadron, who had been attacking some French privateers in the Gulf of Paria, and the colonists. A party of officers were visiting a Welsh lady in what is now Frederick Street, when some of the French privateersmen insulted a British sailor from the *Alarm*. A fight resulted, the officers rushed to the rescue, and a general mêlée ensued; the Commodore, Captain Vaughan, landed a force on the following day, and, though he withdrew before a conflict took place, this incident formed one of the grounds on which Spain declared war with Great Britain a few months afterwards, and on February 12th, 1797, a large British expedition set out from Martinique under Sir Ralph Abercromby and Admiral Harvey to reduce the island. The Spaniards relieved Admiral Harvey of the responsibility of an attack by destroying their own ships, which were lying under Gaspar Grande in Chaguaramas Bay, their Admiral, Apodaca, setting the example by strewing rosin, sulphur, and other combustibles on the decks of his own three-decker.

On February 18th Chacon, without a fight, surrendered Trinidad to Sir Ralph Abercromby, an event which is charmingly described by Charles Kingsley in "At Last," and the General's aide-de-camp, Picton, was appointed Governor. The cession of the island was confirmed by the Treaty of Amiens in 1802.

CONSTITUTION. The government of Trinidad, with which the neighbouring island, Tobago, has been incorporated since January 1st, 1899, is administered by a Governor with an Executive Council of five members. The legislative body is the Legislative Council, which consists of the Governor, the Colonial Secretary, the Attorney-General, the Treasurer, and not more than nine other official members and six nominated unofficial members and seven elected members.

ACCOMMODATION. Port of Spain. *The Queen's Park Hotel* on the south and breezy side of the Savannah: board and lodging from £1 os. 10d. (\$5.00) per day. *The Ice House Hotel*, Marine Square: board and lodging from 10s. 5d. (\$2.50) per day. *The Hotel de Paris* in the old Union Club premises, Abercromby Street: board and lodging from 12s. 6d. (\$3.00) per day. *The Standard Hotel*, opposite the Railway Station: board and lodging from 6s. 3d. (\$1.50) per day. *The Hall*, Chancery Lane (Mrs. Rust's Boarding House): board and lodging from 8s. 4d. (\$2.00) per day. *Mrs. Brisbane's*, Abercromby Street:

board and lodging from 8s. 4d. (\$2.00) per day. *Mrs. de Montbrun's*, Victoria Avenue : board and lodging from 8s. 4d. (\$2.00) per day. *The Misses Hamilton's*, Errol Park, St. Ann's : board and lodging from 8s. 4d. (\$2.00) per day.

Gaspree. *The Pointe Baleine Hotel*, reached by launch from Stauble's jetty (see page 1.8) : board and lodging from 14s. 7d. (\$3.50) per day. Special terms for week-ends and long stays.

Five Islands, Monos and Huevos. Private houses can be rented by the week, fortnight, or month at from £5 (\$24.00) to £10 (\$48.00) per month.

COMMUNICATIONS. Port of Spain is the second port of call of the transatlantic steamers from England of several companies, and enjoys regular steamship communication with Canada, the United States, and South America. The return launch fare between steamer and the shore is 2s. (48c.) per passenger.

Port of Spain has become an air port of consequence, and can be reached by **airplanes** from New York, Miami, and elsewhere.

The **roads** in Trinidad are excellent for motoring, driving and cycling. There are many garages in Port of Spain from which motor-cars can be hired. Names and particulars can be obtained at the hotels, where cars can be ordered by telephone. Charges are about 1s. (24c.) per mile ; but for drives to fixed destinations, a bargain should be made beforehand.

Fares for **Motor-cabs** in Port of Spain are : 1s. (24c.) per mile from 6 A.M. to 9 P.M., and 6d. (12c.) for each additional mile, and 6d. (12c.) for each passenger over two in number for the whole journey. The fare per hour from 6 A.M. to 9 P.M. is 10s. (\$2.40) for cars licensed to carry four persons, and 12s. 6d. (\$3.00) for those licensed to carry six.

From 9 P.M. to 6 A.M. the above charges are increased by 50 per cent.

Motor-buses now run over a great part of the island, and the fares are very reasonable.

The **Electric cars** of the Trinidad Electric Company, Limited, run in Port of Spain and the suburbs every fifteen minutes, affording excellent means of seeing a great deal of the life of the neighbourhood in a very short time. The routes are as follows :

(1) From the railway station *via* Charlotte Street, Park Street, and Tragarete Road westward to Cocorite and Four Roads. Fare for the whole distance, two tickets, or 6d. (12c.) cash.

(2) From Laventille *via* the railway station, St. Vincent Street, Park Street, St. Ann's Road, and thence through Belmont. Fare, two tickets, or 6d. (12c.) cash.

(3) From the railway station *via* Frederick Street, then along the east side of the Savannah, going northward into St. Ann's Valley. Fare, one ticket, or 3d. (6c.) cash.

(4) From the railway station *via* Frederick Street, entering the Savannah, and skirting the southern and western ends of

it as far as the Maraval corner. Fare, one ticket, or 3*d.* (6*c.*) cash.

(5) The "Belt" route, round the Savannah after 4.30 P.M. daily. Fare, one ticket, or 3*d.* (6*c.*) cash.

Tickets are purchasable at the Transfer Station, Park Street, or from the car conductors at the rate of five for 1*s.* (24*c.*). Passengers travelling without tickets must pay 3*d.* (6*c.*) a journey, but any passenger may transfer from one route to another without extra charge, except in the case of the "Belt" circuit, to which no transfer is allowed.

The **Trinidad Government Railway** serves many parts of the island. Its total length is 124½ miles. One line runs through St. Joseph and Arima to Sangre Grande, 8 miles from the east coast. It passes through some of the finest cacao districts and affords beautiful views of the central range of mountains (right) and of the northern range (left).

RAILWAY DISTANCES.

Between	Distances	Between	Distances
	Miles		Miles
PORT-OF-SPAIN AND		PORT-OF-SPAIN AND	
San Juan	4	Trinidad Central	32
St. Joseph	6	Oilfields	
Tunapuna	8	Brothers Road	34
Tacarigua	10	Poole or San Pedro	38
Arouca	12	Rio Claro	42
Dabadie	14	Chaguanas	17
Arima	16	Carapchaima	21
Guanapo	19	Couva	25
Cumuto	23	California	26
Guaico	27	Claxton Bay	30
Sangre Grande	29	Pointe-à-Pierre	31
Caroni	10	Marabella Junction	33
Cunupia	13	San Fernando	35
Jerningham Junction	15	Cross	37
tion		Corinth	38
Longdenville	18	Debé	42
Todd's Road	21	Peñal	46
Caparo	22	Siparia	51
Brasso Piedra	24	Union	34
Flanagin Town	26	Reform	36
Brasso Caparo	27	Williamsville	39
Tabaquite	29	Princes' Town	43

The fares are reasonable but most visitors prefer to travel by motor-car.

St. Joseph is the junction for a line running south through areas under sugar-cane to San Fernando and Siparia. From Jerningham Junction on the San Fernando line a branch extends in a south-easterly direction to Tabaquite and Rio Claro.

Two lines reach Princes' Town ; one from Marabella Junction, 2 miles north of San Fernando, and the other from San Fernando, itself. A table of distances is given above.

Steamers run from Port of Spain to various ports in the Gulf and to islands of the Bocas. The routes vary, but by the most direct passages the times taken are: Five Islands 50 mins., Monos 1 hour 30 mins., Gasparee 1 hour 10 mins., and Chacachacare 2 hours 10 mins.

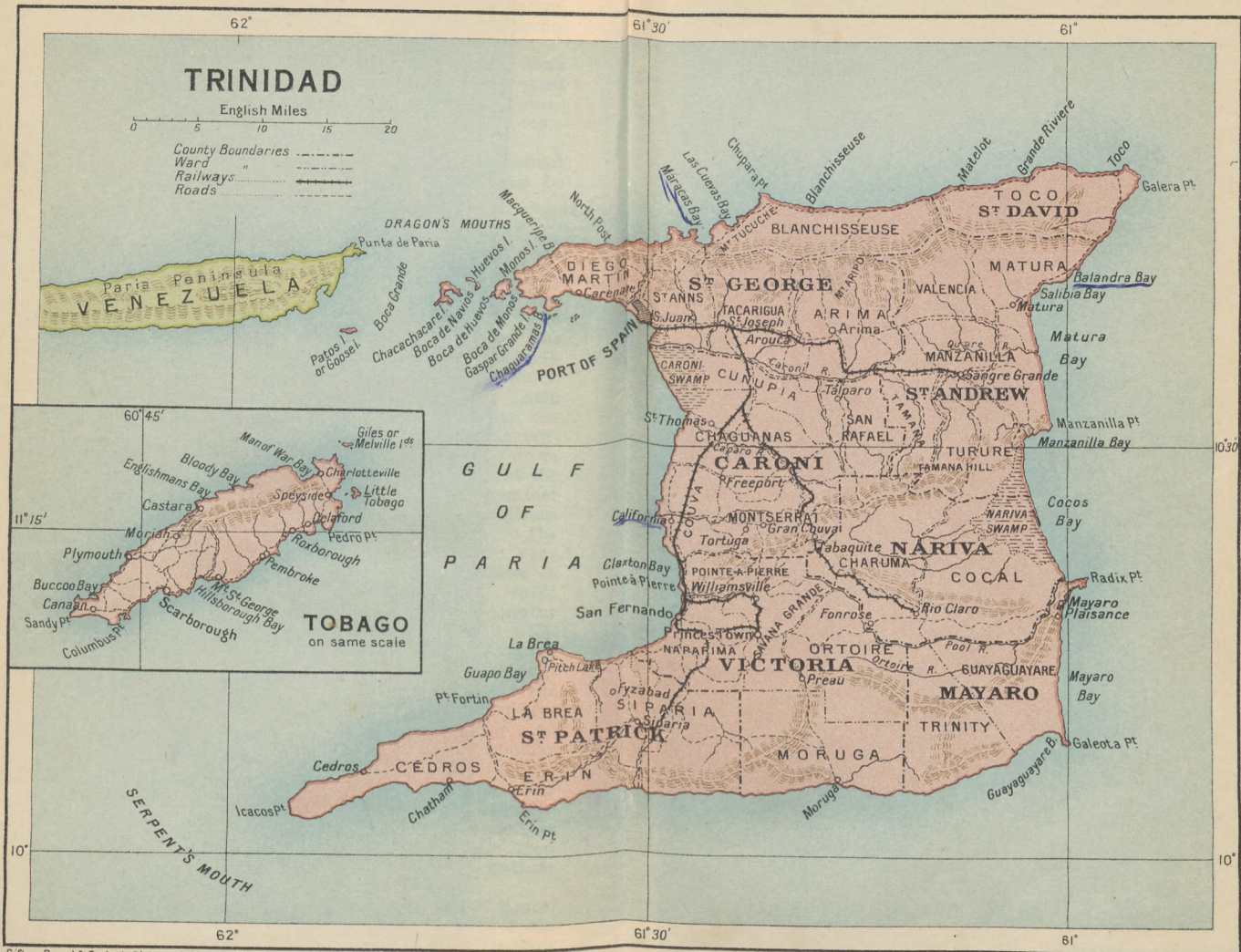
Communication with Tobago is maintained by Government steamer. Particulars as to days and time of sailing can be obtained at the Harbour-Master's office and hotels.

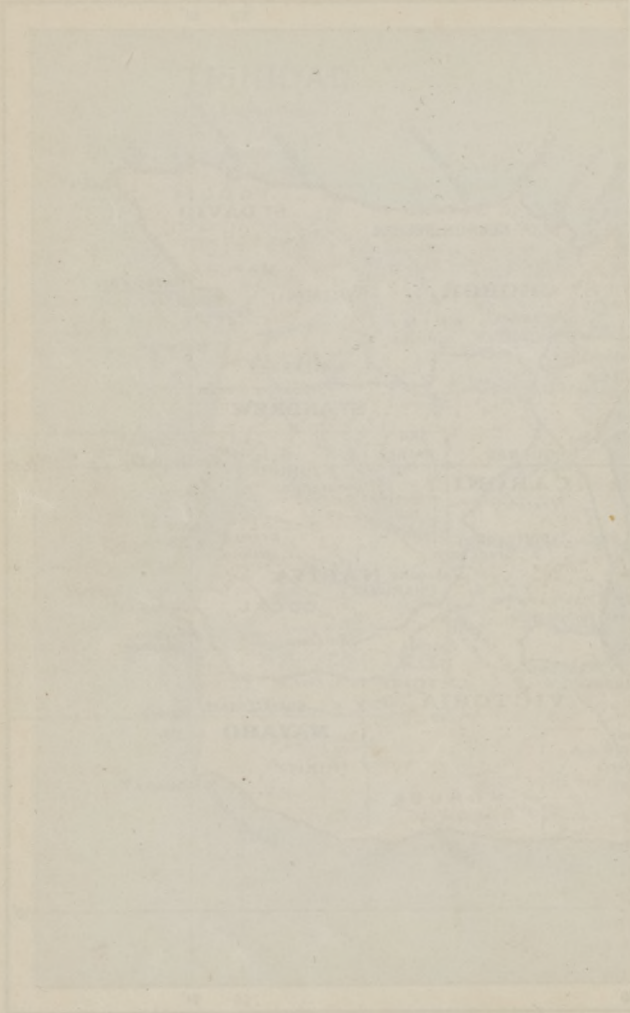
Motor-launches can be hired at reasonable rates.

SPORTS. **Lawn tennis** is played on the courts of the Tranquillity Club (near the Queen's Park Hotel), and the St. Clair Club, whose members are always glad to extend hospitality to visitors suitably introduced. At the St. Clair Club **Bridge** and **Dancing** can also be enjoyed. **Cricket** is popular. The Queen's Park Cricket Club, with a membership of over 400, has a beautifully situated ground to the west of the city with a well-appointed pavilion and a visitors' stand. The club, of which the Governor is president, also affords opportunities for **Lawn tennis, Boxing, and Athletics.** The St. Andrew's **Golf Club** has a large membership and well-kept links on the Imperial Government Lands at St. James's. **Football** is played mostly from July to December. The Trinidad Turf Club, affiliated to the Jockey Club of England, holds **Race meetings** at midsummer and in December, one always taking place between Christmas and New Year's Day, which attract very large crowds to the picturesque course on the Savannah, and apart from the very fair sport to be enjoyed, the assemblage of so many races in quaint costumes in the Queen's Park is a sight well worth witnessing. Several minor meetings are also held in the country during the year.

Bathing can be enjoyed at Macqueripe Bay on the north coast, a drive of 11 miles from Port of Spain, where dressing-rooms for bathers are provided ; and at Pointe Baleine on the island of Gasparee, a drive of 11 or 12 miles and a journey of 1 mile by launch over the sheltered waters of the Gulf. At Stauble's Bay (12 miles from Port of Spain) there is a popular Marine Club for bathing and dancing, and 2 miles farther on at Teteron Bay there are bathing houses and a jetty. The splendid open beaches at Balandra and Manzanilla Bays on the East Coast within easy reach of Port of Spain by motor-car are ideal for afternoon picnics and surf-bathing in the open Atlantic ; but the currents are rather treacherous and bathers should not go out far.

The **Fishing** in the neighbourhood of the Bocas is, at times, excellent, and especially so when the tarpon and king-fish are biting, while even when they are not the visitor who puts himself in the hands of an experienced local fisherman rarely returns





with an empty basket. One hundred and sixteen different kinds of fish are found in Trinidad waters, of which eighty-five are food fishes and thirty-one are not used for food. Cavalli or carangue, tarpon or grand écaille, king-fish or tassard, and the barracouta are the most highly prized by sportsmen. Alligators are found in the Caroni River, two miles from Port of Spain, and flamingoes and several kinds of wild duck give good sport for the **Gun**. In a word, there is considerable variety of sport in Trinidad, though the winter visitor would find little use for his gun unless he wished to bag a small alligator.

CLUBS. There are five excellent social clubs to which visitors are admitted on introduction by members, the **Union Club** in Marine Square, founded in 1878, the **Savannah** and the **Shamrock** on the west and east side of the Savannah respectively, and the **Clydesdale** and the **St. Clair** not far from it. The St. Clair Club, to which ladies as well as men are admitted, has rooms devoted to bridge and dancing, and extensive grounds, where lawn tennis is played. The **Public Library** occupies a handsome building in Woodford Square. It has a large and well-stocked free reading-room, and a library containing 25,000 volumes, which is open daily (Sundays excepted) from 8 A.M. till 9 P.M. Subscription, 12s. (\$2.88) or £1 (\$4.80) per annum, for two or four volumes, payable yearly, quarterly, or monthly. A **Soldiers' and Sailors' Club** is on the east side of the Savannah.

SIGHTS. Vessels bound for Port of Spain enter the Gulf of Paria by one of the Bocas del Dragón (the Dragon's mouths), the straits formed by the islands of Chacachacare (the name is an Indian one), Huevos (egg) and Monos (monkey), and known respectively as the Bocas Grande, Navios, Huevos, and Monos (*see* map, after page 116). Chacachacare, on which a tall lighthouse is conspicuous, is a leper settlement. On the other islands there are pleasant villas which are much resorted to for bathing and fishing. At the north-east point of Huevos is Parasol Rock, where H.M.S. *Dromedary* grounded on August 10th, 1800. Her bowsprit was lashed to the rock, and her crew of 500 men landed and spent fifteen uncomfortable hours upon this inhospitable crag. Then the weather having moderated they re-embarked and got away.

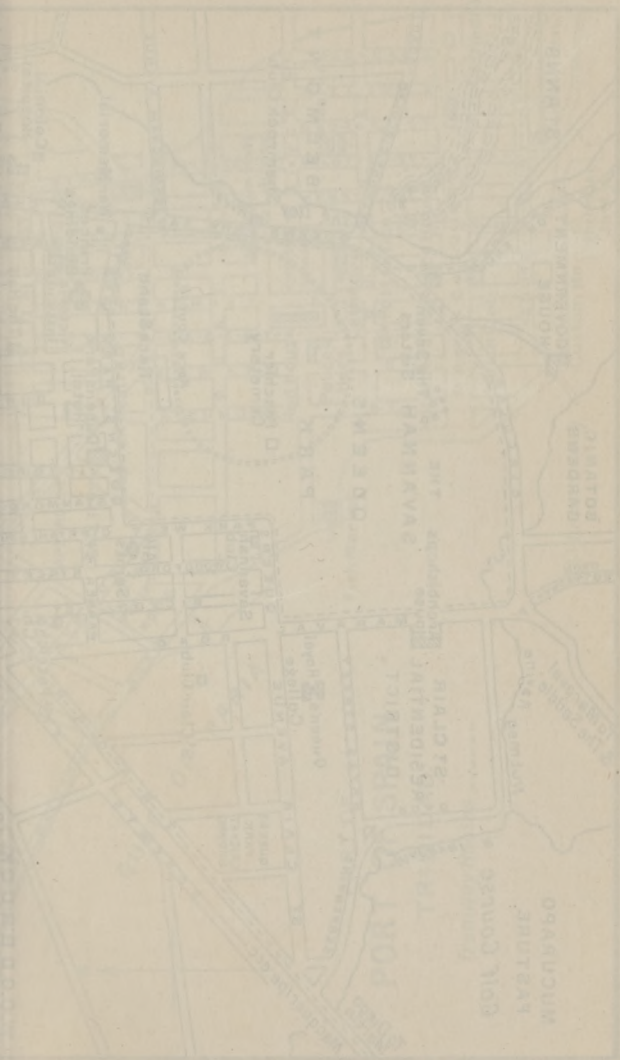
On entering the Gulf one sights a lonely island to the south-east. That is Patos, or Goose Island, on which reside two Trinidadians whose duty it is to hoist the Union Jack over it at sunrise and to lower it again

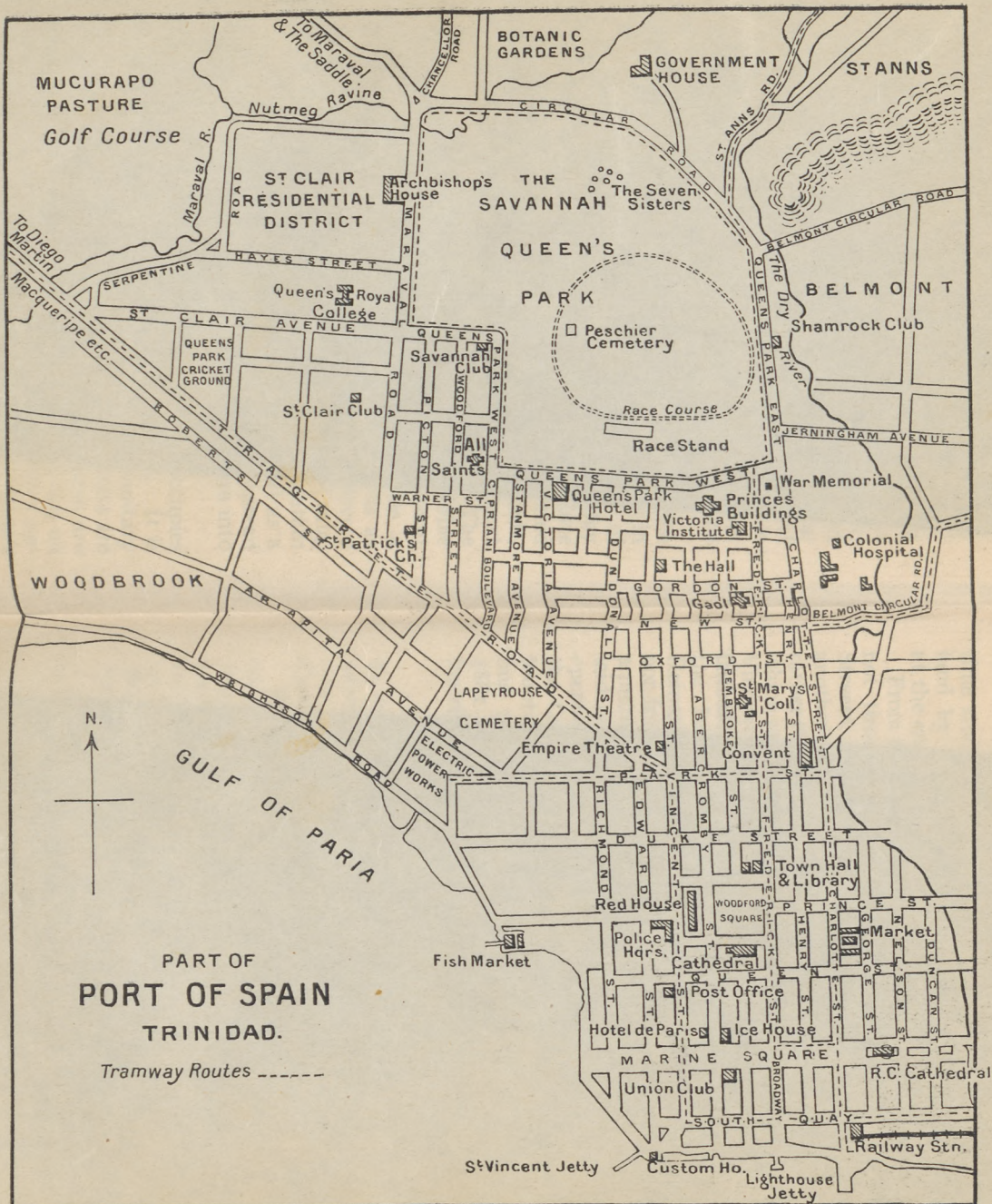
at sunset. They have for company giant iguanas and green lizards with blue eyes, besides many wild goats.

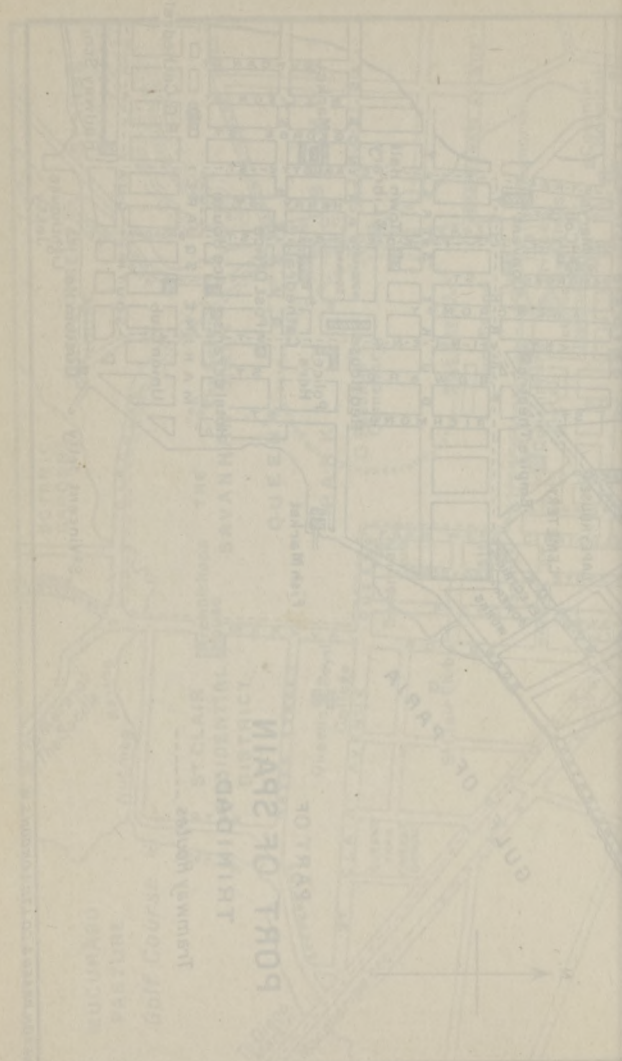
After negotiating the Bocas steamers turn east and coast along the mainland of Trinidad. Opposite Monos is Teteron Bay, and in the Boca Monos is a jagged rock, rising sheer out of the water, round which many a legend is woven. Madame Teteron, the owner of the adjoining property, is said to have made a wager with the Spirit of Evil. She lost, and as she laughed derisively, her sole remaining tooth was projected into the Boca, where, in the form of this rock, known ever after as "Madame Teteron's Tooth," it still remains.

The next bay to the east is that of Chaguaramas, the scene of the destruction of Admiral Apodaca's ships in 1797 (*see* page 113), off which stands the island of Gasperee, or Gaspar Grande, now a favourite holiday and week-end resort, with a good hotel at Pointe Baleine. Nearer the mainland is the small uninhabited island of Gasparillo. The wooded island of Cronstadt, a health resort of the Trinidad Constabulary, is next passed, and Carrera, the local convict station. The scenery now gains in breadth and grandeur. Noble valleys open themselves up, showing a wealth of coco-nut and cacao cultivation. The steamer next passes a miniature archipelago once known to the Spaniards as Los Catorras (the parrots), and now called collectively the Five Islands, which comprise Caledonia, Craig, Lenegan, Nelson, and Pelican. High up on the mountain side is seen the rugged Fort St. George, now used as a signal station (*see* page 130), and Port of Spain spread out on a plain at the foot of lofty mountains comes into view.

Port of Spain, capital of Trinidad since 1783, occupies the site of the old Indian village of Conquerabia. It is justly regarded as one of the cleanest and most sanitary towns in the West Indies. Well laid out, its streets are lighted by electricity, and its main thoroughfares are traversed by open electric trams. The wharves are on land reclaimed from the Gulf, and the Harbour Constabulary occupy an old fort which in Governor Chacon's







ST. CLAIR HOTEL

GOLF COURSE

PORT OF SPAIN

ALBANY ROAD

GOLF CLUB



time stood on a small island connected with the mainland by a stone pier. The harbour-master's office is at the end of St. Vincent jetty.

From the wharves—where the Customs formalities are not tiresome—St. Vincent, Abercromby, and Chacon Streets, and Broadway, running parallel with one another, lead to **Marine Square**, a spacious boulevard rather than a "square" in the accepted sense of the word, which crosses them at right angles and extends from St. Vincent Wharf at the west to the **Roman Catholic Cathedral** at the east end. The Cathedral, dedicated to the Immaculate Conception, was designed by Mr. Reinagle at the instance of Sir Ralph Woodford, Governor from 1813 to 1828, in memory of whom it contains a mural tablet by Chantrey. The foundation-stone was laid on March 26th, 1816, but the Cathedral was not opened until April 15th (Palm Sunday), 1832. Behind the Cathedral is **Columbus Square** in which there is a fountain surmounted by a statue of Christopher Columbus, presented by Mr. Hypolite Borde, and unveiled in 1881 when the square was opened. It is simply inscribed :

CRISTOFERO COLOMBO
DISCOVERER OF THE ISLAND 31ST JULY, 1498.

To the east of this square is the St. Ann's or Dry River which runs from the mountains along the east side of the city, and, when the rains fall, empties itself into the Gulf.

Barclays Bank (Dominion, Colonial, and Overseas) and the **Royal Bank of Canada** are on the south side of Marine Square at the corners of Chacon Street and Broadway respectively, while the **Canadian Bank of Commerce** is on the north side, on the west side of Abercromby Street, and opposite the Ice House. On the south side of Marine Square and opposite the Ice House are the premises of the **Union Club**. The **General Post Office** (open 7 A.M. to 5 P.M. ; on Saturdays from 7 A.M. to noon ; and on Sundays and Public holidays from 7 A.M. to 8 A.M.) is on the west side of St. Vincent Street at its junction with Queen Street.

The **Railway Station** (see page 115) and the **Tramway Terminus** are at the foot of Broadway, which was formerly known by the more romantic name of the Almond Walk.

Near the Railway Station there is a quarantine station and well-equipped abattoir for cattle from Venezuela, of which about 1,000 are imported monthly. To the east of it is the Government Ground Provision Dépôt which with the Fruit Dépôt near the Home Industries Association is established to encourage trade in those products.

The continuation of Broadway beyond the north side of Marine Square is called **Frederick Street**. Here are situated the principal stores and shops, where every conceivable necessity of life can be obtained. On the west side is the **Home Industries Association**, with tea-rooms where light meals are served. This institution, founded by Lady Moloney in 1901, and now conducted by some leading ladies in the community, aims at assisting gentlewomen in needy circumstances.

Proceeding up Frederick Street, or **Abercromby Street**, running parallel with it, one reaches Woodford (until the Great War, Brunswick) Square, which was laid out by Governor Sir Ralph Woodford. This Square is said to occupy the site of an engagement between two tribes of Indians, for which reason it used to be called the Place des Ames—the "Square" of the Souls. In the centre is a fountain presented by the late Mr. Gregor Turnbull. On the west side stands the handsome Government Building, the **Red House**, rebuilt on a greatly enlarged scale after a fire which resulted from a riot on March 23rd, 1903. In it are situated the Legislative Council Chamber, the principal Court of Justice, the Colonial Secretariat, and other public offices. In the Council Chamber there is a painting, by Sir Thomas Lawrence, R.A., of Sir Ralph Woodford, Governor from 1813 to 1828, who did so much to beautify Port of Spain. A memorial tablet to the memory of Trinidadians who gave their lives for King and Empire in the Great War should also be noticed. The new building which was

opened in October, 1906, is commodious and airy, and reflects great credit on the local workmen. Behind the Red House in St. Vincent Street, are the **Police Barracks**, a handsome building erected in the Italian Gothic style at a cost of £90,000. On the north side of the square is the **Public Library**, which was opened in 1851, and now has over 25,000 volumes (*see* page 117) and the **Town Hall**. Formerly the City Commissioners' Offices, the Town Hall has a pleasing old-fashioned air about it. It contains oil paintings of Sir Ralph Abercromby (*see* page 113) and the following Governors: Lieut.-General Sir Thomas Picton, C.B. (1797-1803), who fell at Waterloo; Brigadier-General Sir Thomas Hislop (1803-1811); and Lieut.-Colonel A. W. Young (1820-1821), the last by Eckstein.

On the south side of Woodford Square stands the **Anglican Cathedral** dedicated to the Holy Trinity. It was erected during the governorship of Sir Ralph Woodford from the designs of Mr. Philip Reinagle, a son of the artist. The foundation-stone was laid on May 30th, 1816, and the building was consecrated on Trinity Sunday, May 25th, 1823. A monument by Chantrey to Sir Ralph, who did for Port of Spain in the matter of improvements what Haussman did for Paris, is in the south aisle. It is inscribed:

SIR RALPH WOODFORD BARONET

FOR FIFTEEN YEARS GOVERNOR OF THE COLONY AND
FOUNDER OF THIS CHURCH WHO WAS BORN ON THE
21ST JULY 1784 AND DIED ON THE 16TH MAY 1828

THE INHABITANTS OF TRINIDAD

DEEPLY SENSIBLE OF THE SUBSTANTIAL BENEFIT
WHICH HIS LONG ADMINISTRATION OF THE GOVERNMENT
CONFERRED UPON THE COLONY AND OF THE IRREPARABLE
LOSS WHICH THEY SUSTAINED BY HIS DEATH
HAVE CAUSED THIS MONUMENT TO BE ERECTED
AS A LASTING MEMORIAL OF HIS MANY PUBLIC AND
PRIVATE VIRTUES AND
OF THEIR RESPECT AND GRATITUDE.

Sir Ralph Woodford of Carleby in Lincolnshire, second Baronet, died at sea on board H.M. packet *Duke of York* when returning to England. The high altar

and choir stalls of carved mahogany and cedar are excellent examples of West Indian workmanship. The marble reredos was erected by public subscription as a memorial to Bishop Hayes (1889-1904) and was dedicated in 1911. A chiming apparatus, the gift of Bishop Rawle, is attached to the peal of eight bells.

Proceeding up Frederick Street, and taking the first turning to the left (Oxford Street) one reaches **Harris Square**, in which there is a statue of Lord Harris, Governor from 1846 to 1854. Beyond **St. Mary's College**, and the **Royal Gaol**, the next turning on the right (Gordon Street) leads to Charlotte Street, in which is the **Colonial Hospital**, a handsome block of buildings standing in spacious grounds, a feature of which is a group of tall Palmistes. The **Government Laboratory**, which replaces a building dating from 1872, and destroyed by fire in 1896, is the next place of interest in Frederick Street. Beyond it (right), in what used to be called "the Holy Name Savannah," is the handsome war memorial to men from Trinidad and Tobago who fell in 1914-1918. A shaft of Portland stone rising from the centre of a flight of steps is surmounted by a winged figure of Victory, executed in bronze. At the base of the shaft is a soldier in service uniform protecting a wounded comrade. On either side prows of ships jut out, with figures emblematic of Fame and Immortality on them. At the rear of the base is a group of trophies massed together and surmounted by the arms of the colony and the Royal Crown. The names of those who died are inscribed on bronze plaques. This striking memorial, which was designed by Mr. L. F. Roslyn, was unveiled by His Excellency the Governor with full military ceremonial on June 24th, 1924.

Opposite the Memorial stands the **Royal Victoria Institute**, which was destroyed by fire in 1920 and rebuilt in 1922. Originally erected to commemorate Queen Victoria's Jubilee, the Institute was opened in 1892. It was enlarged in 1901 by the addition of a memorial wing to Queen Victoria, and again in 1913 by one to King Edward. The latter was opened by Princess Marie

Louise of Schleswig-Holstein, who at the same time announced that King George had consented to the Institute receiving the designation "Royal." The Institute contains lecture rooms, reading and recreation rooms, and an entertainment hall. Formerly managed by a committee, it passed under the control of the Government in 1929.

In front of the Institute is an anchor which was recovered from the sands of Icacos in 1877 and is said to have belonged to one of Columbus's vessels. This anchor, which was declared to be authentic by the antiquarian, M. de Beaurepaire, was presented to the Institute by Mr. François Agostini. It was exhibited at Paris in 1878, at Caen and Madrid in 1892, and in 1893 at Chicago (where its authenticity was confirmed by the award of a Gold Medal). It was also shown at the British Empire Exhibition of 1924 and 1925 in the tropical garden adjoining the West Indian Pavilion.

Beyond the Institute stands **Prince's Building**, a long building on pillars erected in 1861 for the reception of Prince Alfred, afterwards the Duke of Edinburgh, whose visit did not however materialise ; it was for some time used as temporary premises of the Queen's Royal College, and after the disaster of 1903 (*see* page 120) as Government Offices. It is now devoted to meetings, theatricals and entertainments, and in 1920 it was the scene of a brilliant Ball in honour of the Prince of Wales.

Frederick Street now reaches the **Savannah**, or Queen's Park, a fine open space of about 170 acres in extent, on which cricket, football, and other games are played, and race meetings are held periodically. The Savannah was laid out by Sir Ralph Woodford on land purchased by the "Illustrious Cabildo," the old Spanish municipality, which had bought the greater part of it from the Peschier family, and the southern portion together with the small Savannah from Don Domingo Dert. It is now the hub of Port of Spain and the fashionable residential quarter of the capital. Electric trams run round the inside (affording a pleasant evening drive), and it is

surrounded by an asphalt path popularly known as the Pitch Walk. Here in the evening the fire-flies are very beautiful. The Savannah has few trees except round the edge, but a group of tall cabbage palms, or Palmistes, known as the "seven sisters" (though they do not number seven), on the far side is conspicuous. Just inside the race-course is the old Peschier cemetery.

Beyond Prince's Building on the south side is the **Queen's Park Hotel**, whose front rooms command a superb view of the Savannah and mountains beyond. On the west side is the church of **All Saints**, the hospitable **Savannah Club**, the Queen's Royal College, and a row of mansions of varied design, including Hayes Court, the residence of the Bishop, and the Archbishop of Port of Spain's Palace, which might appropriately be called Trinidad's Park Lane. **Queen's Royal College** occupies a handsome building, designed and built by the Public Works Department of Trinidad, to which it does infinite credit. It was opened on March 24th, 1904, by the then Governor, Sir Alfred Moloney. The college, whose students vary in age from nine to twenty years, has a spacious lecture-hall, science laboratories and several class-rooms. Founded in 1850 as the Queen's Collegiate School, under the Government Department for higher education in the colony, its sphere of influence was extended in 1870, when it was first called Queen's Royal College by permission of Queen Victoria. The clock and chimes in the tower were the gift of the late Mr. W. Gordon Gordon, a prominent citizen, to commemorate the reign of King Edward VII.

Near the tramway terminus at Maraval corner (*see* page 115), **Lady Chancellor's Road**, so named after the wife of Sir John Chancellor, Governor from 1916 to 1921, runs to the heights of St. Ann's for a distance of about two miles, affording splendid panoramic views of Port of Spain, the Gulf of Paria and away over the Caroni Swamp to San Fernando Hill, which forms a conspicuous object in the distance (left). The road was constructed by prison labour between 1916 and 1921. It forms the north-west boundary of the famous Botanic Gardens,

which adjoin Government House under the hills on the north side of the Savannah.

Government House stands at the foot of the hills at St. Ann's on the north or far side of the Savannah, which it overlooks. It is a substantial building of limestone, erected in 1875, on the Indian model, from designs by Mr. Ferguson, at a cost of £45,000. Its surroundings are very attractive, for it stands in the famous **Botanic Gardens**, to which Charles Kingsley devoted so many pages of glowing description in "At Last." The gardens were established under the direction of Mr. David Lockhart in 1820, and enriched by plants from the historic St. Vincent Garden (*see* page 187) three years later. When Kingsley visited Trinidad in 1869, the old Government House had been destroyed, and the Governor, Sir Arthur Gordon (afterwards first Lord Stanmore) with whom he stayed, lived in a cottage just outside the gardens.

The Gardens were formerly the sole domain under the charge of the Botanic Department, now merged in the Department of Agriculture. But as they proved too small for the double purpose of massing a collection of tropical plants and the carrying out of experimental work, the adjacent St. Clair Experiment Station was added in 1898. The experiment work has since been transferred to River Estate and St. Augustine.

The building near the main entrance of St. Clair Station is the Head Office of the Department of Agriculture, which has developed by degrees from the Royal Botanic Gardens (*see* page 126) founded in 1818. To visiting botanists the Herbarium, dating from about 1840, with its very complete collection of the plants of the colony, will be of interest.

The Station contains extensive plant nurseries, from which some 150,000 plants are supplied annually at cheap rates to planters. These include specially selected cacao plants of high bearing strains, coffee, and budded and grafted grape-fruit, mangoes, etc., for the developing fruit industry.

The Department has a large cacao estate at River

(see page 130), which is run commercially and also used for experimental work on cacao and associated crops.

St. Augustine Experiment Station (see page 133) is of value for similar work on sugar cane and other crops of arable land. At the Government Farm at St. Joseph (see page 133) milk is produced for Government institutions and stud animals kept for the improvement of the live stock industry of the colony.

Government House Gardens, now set free from more utilitarian purposes, are being developed as a store-house of tropical plants arranged with more regard to ornamental effect than was possible in their former more crowded condition. The following are amongst the more noteworthy objects of interest to the visitor with a short time at his disposal: the front lawns near the bandstand with their beds of decorative tropical plants; the adjacent fernery; the collection of palms, in which the Gardens are rich, including not only native species, but also introductions such as the oil palm of West Africa (*Elæis guineensis*), the talipot of Ceylon (*Corypha umbraculifera*), the date palms and other species of *Phœnix*; the graceful bamboos; the curious screw pines (*Pandanus* spp.) supported on their stilt roots; and the native cannon-ball tree (*Couroupita guianensis*). Masses of colour are provided in season by the flamboyant tree (*Poinciana regia*), the Queen of Flowers (*Lagerstrœmia flosreginæ*), the wonderful Burmese *Amherstia nobilis*, the tree Cassias, such climbers as the gorgeous bougainvilleas, the Shower of Gold (*Bignonia*), and the beautiful white and gold *Camœnsia maxima* near the Fern Houses.

Amongst the shrubs, the crotons, hibiscus, and poinsettias, cannot fail to delight the visitor from temperate regions. Scattered about the gardens are numerous examples of the umbrella-shaped saman or rain-tree (*Pithecolobium saman*), the finest example being one by the west corner of Government House. The Nutmeg Ravine affords a delightfully shady walk, along which are to be seen specimens of the panama hat plant (*Carludovica palmata*) and the vegetable ivory palm (*Phytelephas macrocarpa*). By the far end of the Nutmeg Ravine

is a fine collection of palms, mostly native, and the fern and orchid houses, surrounded by more beds of ornamental plants. Amongst recent interesting additions to the Gardens are young trees of the handsome *Colvillea racemosa* and the Indian laburnum (*Cassia fistula*), which were planted by Prince Albert, now the Duke of York, and Princess Marie Louise during their visits in 1913. In the midst of this pleasance is an old burial ground. At the back of the Gardens several pleasant walks can be taken, and visitors should not omit to ascend the hill to the "Look-out," or Folly, a shelter at an elevation of about 300 feet, whence there is another fine panoramic view over Port of Spain, the Gulf, and over the Caroni to San Fernando Hill, a conspicuous object in the distance to the left.

The Constabulary Band plays in the Gardens on Wednesdays and Sundays from 5 P.M. to dusk, and once a month on Wednesday nearest full moon at 8.15 P.M.

To the east of Government House, under the hills of Belmont, opens the **St. Ann's Valley**, down which descends the Dry River. This river does not belie its name until rain falls in the mountains, when it becomes a torrent. The trams run up the valley for some distance; beyond the end of the road a grassy path penetrates this secluded part.

On the east side of the Savannah, amid a row of pretty villas, is the **Soldiers' and Sailors' Club**, opened in 1922, which stands next to the **Shamrock Club**.

Perched upon the Laventille Hills to the east of the city is the small chapel of **Our Lady of Loretto**, commanding an extensive view of the Gulf. The chapel can be reached by the Laventille tram to the junction of St. Joseph road and South Quay, and thence on foot by a path up the hill past an old Spanish fort, a conspicuous white rampart, or by motor-car from Queen Street across the Dry River and up Rose Hill and thence on foot for a quarter of an hour.

Among shorter expeditions from Port of Spain one of the most enjoyable is the drive along the coast to **Carenage, Chaguaramas Bay, and Macqueripe Bay**. The road

runs past **St. James' Barracks** (where the white troops were quartered until the garrison was withdrawn), with its noble avenue of Saman or rain-trees, an Indian village, and the coco-nut palm fringed shore. The view from Carenage of the Five Islands is very fine. These small islands recalling those on the Italian lakes, are, with the exception of Nelson which is an immigration depôt, favourite holiday resorts when they are not needed for quarantine purposes.

Beyond Carenage the road to Macqueripe Bay, on the north coast, branches off on the right, and the main road crossing the neck of a promontory reaches Chaguaramas Bay, off the wide mouth of which stands the island of Gasparee or Gaspar Grande.

Macqueripe Bay, on the north coast, should certainly be visited: it is an exquisitely beautiful little cove where delightful bathing can be enjoyed. Dressing cabins and refreshment rooms are available for visitors and there are diving boards and shower baths. The telegraph cable is landed at this bay.

The main road from Carenage to the east crossing the neck of a promontory, which is pierced by a channel called Hart's Cut, reaches Chaguaramas Bay, which witnessed the destruction of Admiral Apodaca's fleet in 1797 (*see* page 113). Off the wide mouth of this bay lies the island of Gaspar Grande or Gasparee, which is best reached by launch from Stauble's Bay a little farther on.

There is a small hotel and several bungalows at the north end of Gasparee which command glorious views of the Bocas. The remarkable limestone caves in the island should be visited. A walk of about twenty minutes from the hotel brings one to the entrance. The descent is made by ladders. It is said that these caves were formerly used as a treasure store by the buccaneers.

At Stauble's Bay the **Marine Club** is a favourite resort. It is one of the best country clubs in the West Indies with its dance floor and swimming pool besides other amenities.

Beyond Stauble's Bay the road from Port of Spain extends to Teteron Bay.

The **Five Islands**, and **Huevos** and **Monos**, at the Bocas, like Gasparce, form ideal picnic resorts, and are much frequented from Saturday to Monday. They are visited by the Gulf steamers four times a week. Their chief residences are Turtle Beach on Huevos; and Domus, Balmoral, Morrison's, Grand Fond, and Southsea on Monos.

The **Maraval Reservoirs** ($4\frac{1}{2}$ miles from Port of Spain) which, together with the Diego Martin Waterworks, St. Clair Pumping Station and the Cocorite Wells, furnish the water supply of the City, are worth inspecting. They are scrupulously clean and, surrounded by graceful bamboos, bright coloured crotons, oleanders and ferns, present quite a picturesque appearance.

Beyond the waterworks, the road ascends the valley through the fertile Mocha Estate to **The Saddle** (*La Sella*), the summit of the ridge separating the Maraval from the Santa Cruz Valley. Here it passes through a narrow defile or cutting, and then descends through rich and well-watered cacao plantations to Santa Cruz, with its many pleasant villas nestling among the trees, and the small hamlet of San Juan, below which it joins the main road between St. Joseph and Port of Spain. The ride or drive over the Saddle is justly regarded as one of the most delightful of the shorter excursions from Port of Spain.

The **Long Circular Road**, reached from the Diego Martin or Maraval Roads, affords a pleasant afternoon drive. Passing Champs Elysées (right) the former home of the de Boissière family, and an old cemetery where many victims of a yellow fever outbreak in the 'seventies lie, and a large building where Germans were interned during the Great War (left) it reaches St. James' Barracks (*see page 128*).

The **Blue Basin** at Diego Martin is nine miles from Port of Spain (1-1½ hours by motor-car there and back). The beginning of the drive is through the interesting East Indian village of Perou, and thence up the Diego

Martin valley. The road passes the **Boys' Reformatory** and the **River Estate**, where extensive experiments in cacao cultivation are conducted by the Department of Agriculture. **Fort George**, near Perou, but 1,120 feet above the sea-level, commands a splendid view of Port of Spain, the Gulf, and Venezuela beyond. This fort, now a signal station, was built in 1805 by Governor Sir Thomas Hislop. It proved the ruin of a wealthy merchant named George Dickson, who spent a fortune of £80,000 in defending himself against charges of committing irregularities in connection with the supply of materials, before he was acquitted. It was to this fort that the merchants of Port of Spain took their books and valuables when the English Fleet was mistaken for that of Villeneuve, which Nelson was pursuing in 1805, immediately before the battle of Trafalgar.

At one part the Diego Martin valley opens out into a flat plain, which formerly used to be under sugar-canes, and after being derelict for many years is now largely devoted to the cultivation of vegetables. About a mile this side of the Blue Basin are situated the Diego Martin Waterworks, which were formally inaugurated in 1907. The **River Estate** was acquired by the Government in 1897 in order to protect the sources of water supply. The lower portion is now cultivated as a cacao estate in charge of the Department of Agriculture. Bordering the roads and paths through the property are hibiscus hedges aggregating nearly 16 miles in length. The estate occupies a natural amphitheatre of timber-covered hills with an opening to the south.

On this ridge is situated the **North Post** signalling and wireless telegraph station, a delightful walk of 25 minutes from the foot of the hill, where cars can be left. It affords some striking views of the north coast from a cleft in the mountains and from the summit. The exquisite little island off the surf-beaten coast is Saut d'Eau island.

Visitors to the Blue Basin leave their motor-cars at the head of the Diego Martin Valley and proceed afoot up a winding mountain path for about half a mile. The

Blue Basin is a small lake, forty or fifty yards in diameter, into which a waterfall precipitates itself in a slanting direction from the midst of dense tropical foliage. Visitors can generally depute a small boy to bathe in the limpid waters (if one of the party does not care to do so himself), and thus form the foreground to a striking picture for the camera.

The principal road out of Port of Spain runs east parallel with the railway as far as St. Joseph (7 miles), beyond which town it branches into two, one, the **Eastern Main Road**, crossing the island to Sangre Grande and the east coast—the other, the Southern Main Road, running south to San Fernando. After crossing the Dry River it skirts the Laventille Swamp, part of which has been filled in by prison labour, and the larger Caroni Swamp to the south of it. In 1920, the reclamation of this swamp, which would have resulted in the saving of 10 or 12 miles in the distance by road between the capital and San Fernando, was entrusted to private enterprise. Owing, however, to the financial failure of the individual mainly concerned the work has never been completed. Four miles from Port of Spain the road passes the outskirts of the little hamlet of **San Juan** on the Saddle Road (*see* page 129) a little to the north.

The sleepy little town of **St. Joseph**, the former capital of the island, was founded as far back as 1577 and called after Don José de Oruña, a former Governor. The settlement was plundered in 1595, by Sir Walter Raleigh, who put the garrison to the sword and treated the Governor, Don Antonio Berrero with great severity, subsequently justifying his action on the grounds that if he had left the garrison behind his back he would have "savoured very much of the ass." St. Joseph has several churches, that of the Roman Catholics (built in 1815) being noteworthy on account of some very old stained-glass windows. In the churchyard is the curious old tomb of the Farfan family.

St. Joseph was the scene of the mutiny of free black recruits of the West India Regiment under Donald Stewart or Dâaga on June 17th, 1837, of which a graphic

description is given in E. L. Joseph's "History of Trinidad." Many of the mutineers were shot on the spot where the convent now stands. The barracks were situated on the Savannah beyond the church, the main buildings were on the left of the road and the parade ground on the right. Dâaga, who was the adopted son of the King of a savage African race, was captured by some Portuguese by treachery while he was transferring to them some slaves whom he had taken during a predatory expedition. The Portuguese vessel in which he was confined fell into the hands of the British, and he and many other captured Africans were induced to enlist in the West India Regiment. Dâaga, who nurtured in his heart deep hatred against all white people, persuaded the recruits to rise. Fortunately they were unskilled in the use of firearms; otherwise the bloodshed—about forty lives were lost—would have been far greater. Many deeds of valour were performed, not the least of which was the ride of Adjutant Bently from the Officers' Quarters to the Barracks under a rain of bullets. Happily the mutiny was suppressed, and after a court martial Donald Stewart, Maurice Ogston, and Edward Coffin, the three ringleaders, were executed in front of the barracks.

The mutineers marched abreast. The tall form and horrid looks of Dâaga were almost appalling. The looks of Ogston were sullen, calm and determined; those of Coffin seemed to indicate resignation.

At eight o'clock they arrived at the spot where three graves were dug; here their coffins were deposited. The condemned men were made to face to westward. Three sides of a hollow square were formed, flanked on one side by a detachment of the 89th Regiment [now the 1st Battalion of the Royal Irish Rifles] and a party of artillery, while the recruits (many of whom shared the guilt of the culprits) were appropriately placed in the line opposite them. The firing-party were a little in advance of the recruits.

The sentence of the Courts Martial and other necessary documents having been read by the Fort Adjutant, Meehan, the chaplain of the forces, read some prayers appropriated for these melancholy occasions. The clergyman then shook hands with the three men about to be sent into another state of existence. Dâaga and Ogston coolly gave their hands; Coffin

wrung the chaplain's hand affectionately, saying, in tolerable English, "I am now done with the world."

The arms of the condemned men, as has been before stated, were bound, but in such a manner as to allow them to bring their hands to their heads. Their night-caps were drawn over their eyes. Coffin allowed his to remain, but Ogston and Dâaga pushed theirs up again. The former did this calmly: the latter showed great wrath, seeming to think himself insulted, and his deep metallic voice sounded in anger above that of the Provost Marshal, as the latter gave the words "Ready! Present!" But at this instant his vociferous daring forsook him. As the men levelled their muskets at him, with inconceivable rapidity he sprang bodily round, still preserving his squatting posture, and received the fire from behind; while the less noisy, but more brave, Ogston, looked the firing-party full in the face as they discharged their fatal volley.

In one instant all three fell dead, almost all the balls of the firing-party having taken effect. The savage appearance and manner of Dâaga excited awe, admiration was felt for the calm bravery of Ogston, while Edward Coffin's fate excited commiseration.

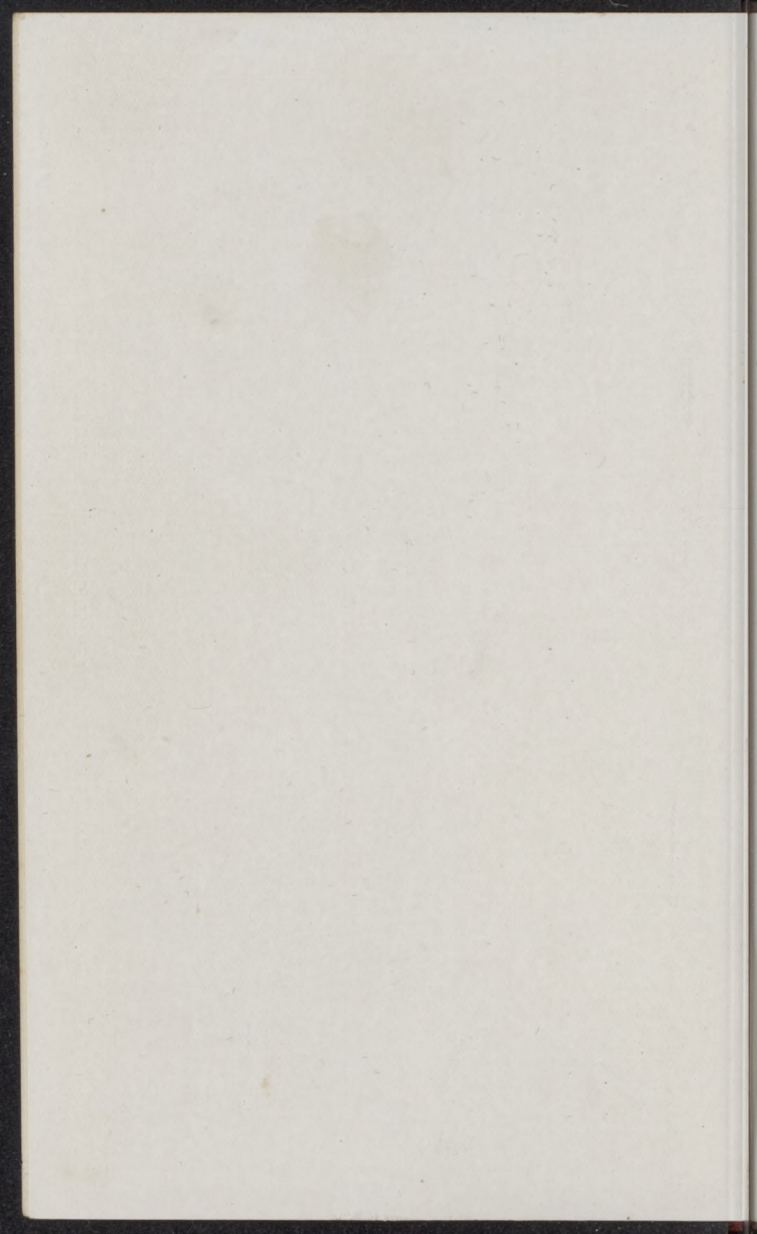
To the south of the town are the **Government Stock Farm** and the St. Augustine Estate, where the large-scale experiment work of the Department of Agriculture is carried on. Permits to visit both can be obtained from the Department. In the drawing-room of the former residence, "Valsayn," Don José Maria Chacon, the last Spanish Governor, signed the treaty of capitulation to the English in 1797. Sir Ralph Abercromby and Admiral Harvey were the English representatives, and the Mayor, Don José Mazan, was also present. It was through the orchard that Sir Walter Raleigh and his men approached St. Joseph when they burnt the town in 1595. The Stock Farm, now 350 acres in extent, was originally started in 1879 at St. Clair, and was removed to its present site in 1901. Here some fine Zebu cattle can be seen. The royal palm near the manager's office was one of two planted by Prince Albert Victor and Prince George (now King George V) when they visited Trinidad in the *Bacchante* in 1880.

St. Augustine Estate was purchased by the Government in 1900. Part of it is administered by the local Department of Agriculture and is used for cultivation and manurial experiments,

On the pasture of St. Augustine, in the fork formed by the two branches of the railway, are the buildings of the **Imperial College of Tropical Agriculture**, which was established in 1921 as the outcome of the recommendations of the Tropical Agricultural College Committee appointed by Viscount Milner in 1919. It affords post-graduate courses for officers selected to fill appointments in the Colonial Agricultural service and others, diploma courses in West Indian Agriculture, and also refresher courses for officers in Colonial Agricultural Departments. The buildings stand on a park-like savannah, 85 acres in extent, presented to the College by the Government of Trinidad. The planters of the island also contributed £50,000 towards the building fund. Maintenance is provided for by contributions from the Imperial Government, and from various Dominions and Colonies and tropical industries. The Imperial Department of Agriculture, founded in 1898, was amalgamated with the College on April 1st, 1922. The main building, designed by Major H. C. Corlette, was opened on February 23rd, 1926, by the Governor, Sir Horace Byatt, whose predecessor, Brigadier-General Sir Samuel Wilson, laid the foundation-stone on January 14th, 1924. Educational and research work was begun in the old building (north-west of the new), which was opened on October 16th, 1924, and is still used. To the south of it is the Chemistry building. To the north-west is the Instructional Sugar Factory, designed by the late Mr. C. T. Berthon and opened on February 28th, 1925. It is equipped with the most modern machinery and plant, presented by the British sugar machinery firms and valued at £20,000. The Milner hostel, so named after Viscount Milner, and dining-hall lie to the east and south-east of the main building. The clock, presented by the West Indian and Atlantic Group Committee, was for two years in the West Indian pavilion at the British Empire Exhibition in 1924 and 1925. The Principal's residence and several staff houses lie farther to the south. The former was the old great-house of St. Augustine estate.



THE MAIN BUILDING OF THE IMPERIAL COLLEGE OF TROPICAL AGRICULTURE



Between St. Augustine and the Caroni River there is a large area of land under bamboos which are being grown for the manufacture of paper for Messrs. Nelson and Sons.

An expedition of interest from St. Joseph is the walk to the Benedictine Monastery on the hill, now called **Mount St. Benedict**, behind the town. On a higher elevation, which they call Mount Tabor, the enterprising Abbot and his industrious monks erected a sanatorium, which has now, however, been closed and dismantled.

The Maracas Fall is a drive of $7\frac{1}{2}$ miles from St. Joseph through very characteristic scenery and many cacao plantations, in the direction of El Tucuche, one of the two highest peaks in Trinidad. The Fall is seen at its best in the rainy season, but at any time of the year it is noteworthy. The water falls over a perpendicular wall of solid rock 340 feet high, splitting itself in the air, and thus producing a constant shower. The rock is covered with mosses and ferns and tropical plants of every description.

Morne Bleu (2,000 ft.) reached by a good road winding up an open valley commands glorious views of the north coast and Tobago. At the summit are tall tree ferns. The valley is a wonderful sight when the Bois Immortels (*see* page 137) are out.

El Tucuche is four miles beyond the fall and can be reached by a bridle road from the picturesque Caura Valley. There is a small shanty on the summit (3,075 ft.) where, if he wishes, the visitor can spend the night in the climate of an English spring.

Beyond St. Joseph, the Eastern Main Road runs almost parallel with the railway, through Tunapuna, Tacarigua, and Arouca to **Arima** (16 miles from Port of Spain), a small town of 4,200 inhabitants, but possessing its Mayor and Council. It is an important centre of the cacao industry. On August 30th, Santa Rosa day, the town is always *en fête*, and a race meeting is held on its Savannah. Proceeding across the island the road runs south-east from Valencia village through the forest to Sangre Grande (29 miles from Port of Spain). From this

town the road strikes north again, and, running in a north-easterly direction, passes through Matura Village and districts devoted to the cultivation of coco-nuts, to **Salybia** and **Balandra** Bays near the northern end of the East Coast or Bande de l'Est. Here there are glorious expanses of white sand from which delightful surf-bathing can be enjoyed in the open Atlantic. The east coast (*see* map, after p. 116) has three great bays, namely those of **Matura**, **Cocos**, and **Mayaro**, each of which should be visited if time permits. For the greater part of its length the entire coast is fringed with coco-nut palms, and it is said that the Cocal, as the coco-nut grove between Manzanilla and Radix Points is called, owes its origin to a French vessel laden with coco-nuts having been wrecked there and to some of the nuts having been washed ashore and having taken root. The north-east trade-wind, fresh from across 3,900 miles of ocean, blows uninterruptedly straight upon the East Coast, lashing the shallow sea into foaming breakers for more than a mile out. The shore for miles is lined with waving coco-nut trees extending to the very edge of, and sometimes on to, the sandy beach itself, the whole forming, as it suddenly breaks upon the eye, the marvellous panorama of life, sound, and colour which Kingsley pictured and described in "At Last," a book which every visitor to Trinidad should read. In many parts the sandy beach is used as a high road, and one may meet an occasional cart or motor-car, and peasants riding or walking from place to place. Here no one need starve, for, apart from coco-nuts from the palms fringing it, the sand, below high-water mark, is full of tiny shell-fish called "chip-chip," which make an excellent soup.

The road from Manzanilla to Guayaguayare on the south coast is mainly the sandy shore. It dips inland, however, behind Mayaro and passes through a forest of Palmistes—one of the most remarkable sights in the West Indies.

We had seen in Barbados and elsewhere lofty cabbage-palms singly and in avenues and in small groups, but here was an actual forest of these noble trees. Shoulder to shoulder they stand,

their immense stems as smooth and cylindrical as if they had been turned on a gigantic lathe, their summits crowned by masses of graceful leaves of immense size, but so well proportioned as to look quite light and feathery. This forest alone is worth going many miles to see.—“*A Wayfarer in the West Indies.*”

Another glorious beach is that of **Guayaguayare** at the eastern end of the south coast. Here on the fringe of the white sand are several screened bungalows belonging to Trinidad Leaseholds, Ltd., which owns the oil-bearing land in the vicinity. Guayaguayare was the scene of the early operations of the late Major Randolph Rust, the pioneer of the present oil industry. The wells are located in a clearing in the forest which can (with permission) be reached by a trolley running through the bush.

The **Southern Main Road** branches off to the right just beyond St. Joseph. Running south it crosses the Caroni River (12 miles from Port of Spain) and passes (left) the **Caroni Sugar Factory** where a high class of West Indian crystallised (yellow) sugar, which was used by Shackleton on his last two Antarctic expeditions, is made. The villages of Cunupia and Chaguanas are next reached and then Couva.

Near **Couva** (25 miles) the sugar usines of Brechin Castle and Waterloo can be inspected (*see page 436*).

In the **Montserrat** district, reached by train to Couva (27 miles) or to Claxton Bay (30 miles), the chief object of interest, besides the many cacao estates, is the Black Virgin in the small church of Nôtre Dame de Montserrat at Tortuga. It is a wooden figure of the Madonna and Child, which was imported by Mr. Joaquim Colomer from Spain, and, though her features are not those of a negress, her face and hands are quite black. There is also a black virgin at Siparia (*see page 142*). The view from Montserrat is at all times exquisite; but it is seen at its best when the Bois Immortel (*Erythrina umbrosa*) is in bloom. This tree, which is planted to shade the cacao trees and is consequently called “madre de cacao,” is in January and February ablaze with brick-red flowers.

The **Tabaquite Oilfields** can be reached by motor-car through the beautiful Montserrat district or by rail to Tabaquite Station (30 miles). The wells of the Trinidad Central Oilfields, Ltd., are situated in a clearing in the forest on the right-hand side of the main road to Mayaro.

To return to the **Southern Main Road**. By the roadside at Claxton Bay are the great tanks of the Trinidad Central Oilfields to which oil is conveyed through pipelines from the oilfields at Tabaquite and elsewhere. The road now crosses the neck of the hilly promontory of **Pointe-à-Pierre** on which quite a small township has sprung up in recent years. It is the property of the Trinidad Leaseholds, Ltd. (*see* page 140), one of the foremost oil companies in Trinidad. Here they have their storage tanks, refineries, cracking plants, and staff houses and bungalows, all screened with wire gauze to keep out mosquitoes. The oil and oil-products are shipped from a pier, jutting into the Gulf, from which also vessels are bunkered with fuel oil. In 1808 it was proposed to transfer the capital of Trinidad to Point-à-Pierre on account of the convenient situation of the promontory and the deep water round it, which enables large vessels to come close in without danger, but the proposal never materialised.

At Marabella, near San Fernando, are some **Manjak Mines**, said to contain the largest deposits of manjak yet discovered. This mineral is a form of bitumen in a solid and very pure state, which is used principally for electric insulation, and in the manufacture of varnish and enamel.

A **Thermal Spring** near the San Fernando waterworks can be visited ; but it is not exploited.

San Fernando, the second town of the island (35 miles from Port of Spain, 2 hours by train), was founded by Chacon in 1712 and named after the son of Carlos IV of Spain, who afterwards became Ferdinand VII. It was incorporated in 1846. The town is situated on the slopes of a hill of cretaceous formation, which stands out by itself near the sea in the undulating Naparima district, the principal sugar-growing part of the island. The

business quarter is at the foot of the hill straggling down to the harbour, whilst the principal residences are perched amid the foliage on the hill-side. On the Harris Promenade (so called after Lord Harris, Governor from 1846 to 1854) are the Carnegie Free Library, the Anglican, Roman Catholic, Wesleyan and Presbyterian Churches, the Police Barracks, the Court House, the Town Hall, and the Hospital. San Fernando is the headquarters of the Canadian Mission which controls the Naparima College, the Training College for Teachers, the Presbyterian Theological College, and the High School for Girls.

From San Fernando several **Sugar Estates** and factories may be visited. They include the Usine St. Madeleine of the St. Madeleine Sugar Company, Ltd. (4 miles from San Fernando), and La Fortunée Estate, formerly owned by the late Sir Charles Tennant. All are equipped with modern machinery of a very elaborate character. The Usine St. Madeleine is an immense building resembling a railway station rather than a sugar factory. It was the first central factory erected in the British West Indies, having been founded in 1870 by the Colonial (later the New Colonial) Company at the instance of the late Sir Nevile Lubbock. The principle of the central factory system, in which the future of the West Indian sugar industry is believed to lie, is the grouping together of a number of estates whose sugar-canes are ground at one central base, with the result that a considerable saving of expense is effected. The canes are brought to the factory by locomotives over railways, of which there are some sixty miles running through or in communication with the estates that feed this particular usine. It was to supply this factory with canes that a system of cane farming was successfully established by Mr. G. T., afterwards Sir Townsend, Fenwick in 1879-80. There are now nearly 12,000 prosperous cane farmers in the neighbourhood, of whom more than half are East Indians.

Princes' Town (8 miles by rail, and 7 by road from San Fernando) is chiefly worthy of notice on account of the mud volcanoes five or six miles to the south-east of it.

These, it must be admitted, are rather disappointing, although they are now considered to indicate the presence of oil in the strata below. The mud volcanoes are excrescences on the surface of a bare muddy flat, from which muddy water and gas ooze. Occasionally the little volcanoes are very active; but they have never done any harm. The residents in the neighbourhood call the place "the Devil's Wood-yard." Prior to a visit of King George V, then Prince George, and his brother, Prince Albert Victor, during their memorable cruise in H.M.S. *Bacchante* in 1880, the town was known as the Mission, having been formerly, like Arima, a spot where the missionaries worked among the original Indian inhabitants. Two Poui trees planted by the young Princes in the churchyard are pointed out to visitors. The railings which surround them were put up in 1887 to commemorate Queen Victoria's Jubilee.

Fyzabad, one of the principal oil-producing centres in Trinidad, lies to the south-east of San Fernando from which it can be reached in comfort by motor-car. This district was originally a settlement of time-expired East Indian immigrants, each of whom had exchanged his right to a return passage to Calcutta for ten acres of fertile Crown land in Trinidad. The property is now owned by various oil companies, the principal being the Trinidad Leaseholds, Ltd., and the Apex (Trinidad), Ltd. A road dips into the virgin forest from the main road to Siparia. At the junction of the two roads is the Apex oilfield, and a drive of three miles along the branch road brings one to a great clearing, where the tall trees have given place to a forest of derricks, each denoting a well.

The **Pitch Lake** at La Brea is reached by Gulf steamer from Port of Spain, by train to San Fernando, and thence by steamer, or preferably by motor-car, the expedition occupying the best part of a day.

The lake is a vast deposit of bituminous matter, 95 acres in extent. Its surface is now practically bare of vegetation and hard enough to bear foot traffic and also carts, while by the aid of a sort of corduroy road made of wood,

it supports a cable tramway. The pitch is dug out in great lumps by men with pick-axes and transported by the tramway to a refinery on the edge of the lake, where it is boiled to drive off the water. The refined asphalt is then run into barrels, ingeniously manufactured by machinery, and is then ready for shipment. Crude asphalt is also exported. This is carried on the tramway in buckets to a point where they are suspended on a cable, and conveyed by a system of telpherage to and along a jetty known as "Brighton Pier," whence the pitch is shipped to all parts of the world. It is possible to pick up masses of the pitch and to mould it into shapes without soiling one's hands, the pitch being mixed with grit and impure; and almost as fast as it is dug out, fresh material works itself in by natural pressure from the sides and from below. The lake is at present leased to the Trinidad Lake Asphalt Company, Ltd., a concern under American control which exports on the average about 200,000 tons of pitch annually. The origin of the deposit has given rise to no little discussion, but the best opinion seems to be that the asphalt is a carboniferous deposit formed from petroleum which has escaped from the oil sands beneath. The lake itself, owing to the absorption of the sun's rays, is one of the hottest spots in the world, while it is peculiarly subject to sudden showers of cold rain. The white employees of the Company used to reside on Brighton Pier, which consequently resembled a lake village. Now, however, the forest has been cut down and they are accommodated in a group of charming houses, which looks quite like a garden suburb, while the black labourers are accommodated in a model village at the north-east corner of the lake.

There is a tradition in the locality that the village of a tribe of the Chaimas once occupied the spot where the Pitch Lake now is. These Indians offended the Good Spirit by destroying the humming-birds, which were animated by the souls of their deceased relations, and were therefore, as a punishment, engulfed with their village and all their belongings.

The whole of this district has undergone a remarkable change in recent years as a result of the development of the local petroleum industry. The concessionaires of the Pitch Lake were among the first to bore for oil in the island. Permission can readily be obtained to inspect the oil wells, tanks, and pipe-lines.

From La Brea the remote villages of **Cedros** and **Icacos** on the south-west promontory of Trinidad can be visited. This district is the centre of a large area under coco-nut cultivation.

At **Siparia** (61 miles south-east of La Brea ; 50 miles from Port of Spain by rail) there is in the Church of La Divina Pastora another Black Virgin (*see* page 137) to which wonderful healing properties are attributed. This little leather covered figure, about 30 inches high, is an object of pilgrimage for the devout from far and near on Low Sunday. There is a legend that once upon a time the Parish Priest of Oropouche removed this Black Virgin to St. Mary's Village, eight miles away to the north, for greater safety, and that next day she found her way back to her shrine as the Bambino of the Ara Coeli did in Rome.

An opportunity of seeing something of the varied scenery of the coasts of Trinidad is afforded by Government steamer, which also maintains communication with Tobago. On one route the steamer goes through one of the Dragon's mouths, and passing the exquisitely beautiful bays of Macqueripe, Maracas and Las Cuevas calls off Blanchisseuse, Matelot, Grand Rivière and Toco (*see* map, after page 116), crossing thence to Tobago. On the other route she leaves by the Serpent's Mouth and proceeds along the south coast, affording views of the three mountains which reminded Columbus of the Trinity and so gave the island its name, and then round Cape Galeota up the east coast, calling off Mayaro before crossing to Scarborough.

Off **Erin** a remarkable manifestation of submarine volcanic activity was witnessed on November 4th, 1911. Following heavy detonations, huge columns of smoke and fire, which were visible fifty miles away, rose from

the depths of the sea, and after they had cleared away it was seen that a new island three acres or more in extent had made its appearance. As soon as it had cooled down the Union Jack was firmly hoisted upon it. The new-comer eventually disappeared again beneath the waves, to rise again in January, 1928.

TOBAGO

Robinson Crusoe's Island.

TOBAGO, once known as New Walcheren, the island from which Defoe drew his descriptions for "Robinson Crusoe," lies in latitude $11^{\circ} 9' N.$ and longitude $60^{\circ} 12' W.$, about 75 miles south-east of Grenada and about 20 miles north-east of Trinidad. The actual distance between Scarborough, its chief town, and Port of Spain is 70 miles, and the nearest points in the two islands are Point Petit and Point Galera respectively. The island, of which the population at last census was 23,378, is 26 miles long and $7\frac{1}{2}$ miles wide at its greatest breadth, and has a total area of 114 square miles. Unlike its neighbours, it lies east and west. Its geological formation is the same as that of the northern range of Trinidad. A main ridge of hills, 18 miles in length, runs down the centre of the northern portion, culminating in Pigeon Hill (Speyside), which is 1,900 to 2,000 feet above the sea. Long and deep valleys, very fertile and each with its own stream, run up to it from either side, divided from each other by spurs which branch off from the main ridge. The principal river is the Courland in the north-west, named after the Viking Duke who, in the seventeenth century, exercised almost sovereign sway in Tobago. The central portion is undulating, with little valleys and conical hills, and the south end is quite flat. Of Tobago's total area of approximately 73,000 acres, about 10,000 acres are in the Government Reserve Forests, and only some 6,000 acres of unalienated Crown Lands now remain.

The chief areas of cultivation are on the south side, on which the slopes of the hills are less steep than in the

north. Scarborough (population 773), the capital of Tobago, formerly called Port Louis, is situated at the south of the island, about eight miles from the south-west point. The only other town is Plymouth, really a village (population 763), on the north side, five miles from Scarborough. The principal villages are Roxburgh in the Windward district and Moriah in the northern. Around the coast there are many excellent bays, most of which are well sheltered and afford safe anchorage with deep soundings. Indeed, Man-o'-War Bay, a very spacious harbour, is said to be capable of affording shelter to the whole of the British fleet!

INDUSTRIES. The soil of Tobago is fertile, although thin on the cleared hills in the southern portion, and capable of producing a great variety of tropical products. The principal crop was formerly sugar, but this was almost abandoned owing to the competition of bounty-fed beet sugar. New European settlers were attracted who planted cacao, coco-nuts, rubber, etc., and large areas were sold to peasant proprietors who have steadily increased in numbers and are now a very important factor in the agriculture of the island. In 1917 the Department of Agriculture initiated the formation of Agricultural Credit Societies, of which there is now one at work in each of the principal districts. In 1928 a further step was taken by the starting of co-operative cacao fermentaries, so that the better type of peasant proprietor is steadily being assisted to obtain the necessary credit and also to dispose of his crops to better advantage. The great progress made is indicated by the fact that whereas in 1897 the total exports of the island were worth only £14,412, they had increased in 1928 to £168,405 (about 70 per cent. cacao and 15 per cent coco-nuts, the remainder principally live stock, vegetables, fruit and tobacco, which find a ready sale in Trinidad). The largest cacao estates are in the windward district, with Roxborough as a centre, the rainfall in this area being much higher and better distributed than in the low-lying leeward district, which is well suited for live stock and vegetables; here the now very small sugar industry still lingers. Coco-nuts thrive in the coastal districts throughout the whole island. Limes also do well.

CLIMATE. The climate of Tobago is delightful. The mean temperature is 80° Fahr., but owing to the extensive seaboard, the heat is nearly always tempered by a cool sea breeze. This is particularly the case in the dry season, from December to June. In the wet season, especially during the months of August and September, the heat is sometimes oppressive owing to the stillness of the moisture-laden atmosphere. The rainfall varies

very much in different parts of the island. In the western portion it does not exceed 60 inches in the year, and land in that part occasionally suffers from drought, through its having been almost entirely denuded of forest in order to make room for the cultivation of the sugar-cane. In the central and Windward districts, the rainfall varies from 85 to 95 inches, and in some parts of the northern districts exceeds 100 inches. The island is outside the hurricane zone.

HISTORY. It would require many pages to record fully the history of Tobago, for the island has changed hands more often than any other in the West Indies. It is said that when it was first discovered by Columbus in 1498, it was uninhabited, though traces of Carib settlements have been found in it. Some colonists from Barbados effected the first settlement in 1616, but there are writers who state that the English flag was first hoisted over it as early as 1580. In 1628 the island was included in the grant made by Charles I to the Earl of Montgomery, but the first settlers were attacked by Caribs from the mainland or the neighbouring islands, and many were killed, those who escaped settling on the island of New Providence. Four years later 200 Zealanders from Flushing landed, but within a year they too were driven away by the Indians, who were goaded on by the Spanish. In 1642, James, Duke of Courland, sent out two shiploads of settlers, who were followed in 1654 by Dutch colonists, collected by two Flushing merchants, who established themselves on the southern coast. A dispute soon arose between the two groups of settlers, and in 1658 the Courlanders were completely overpowered by the Dutch, who remained in sole possession of the whole island until 1662. In that year the Dutchman Cornelius Lampsijs, one of the founders of their colony, was created Baron of Tobago and proprietor of the island as a Dutch dependency under title from the Crown of France.

In 1664 the grant of the island to the Duke of Courland was renewed. The Dutch refused to recognise his title, and in 1666 the island was captured by privateers from Jamaica. A small garrison was left, but within a year it was compelled to surrender to a few Frenchmen from Grenada, who in their turn abandoned the colony in 1667, leaving the Dutch in possession. In 1672 Sir Tobias Bridges, with troops from Barbados, broke up the Dutch settlement; but the Dutch returned, only to be defeated by a French fleet under Count d'Estrées after one unsuccessful attack in 1677. Louis XIV restored the island to the Duke of Courland, who in 1682 transferred his title to a company of London merchants. In 1748 the island was declared neutral by the Treaty of Aix-la-Chapelle. From 1762, when it was captured by our forces, to 1781 Tobago was in the hands of the English; but in the latter year the colony capitulated to the French under the Marquis de Bouillé, and in 1783 it was ceded to France. Ten years later it was retaken by the English.

but again restored to France by the Peace of Amiens in 1802. In 1803, however, it was recaptured by Hood, and it was ceded to England in 1814, since which year it has remained a British colony.

CONSTITUTION. By an Order in Council of October 20th, 1898, it was provided that the island of Tobago should become a Ward of the united colony of Trinidad and Tobago. This was brought into effect from January 1st, 1899, by a proclamation of the Governor issued on December 8th, 1898. The post of Commissioner, the officer who formerly administered the government, ceased to exist, and that of Warden and Magistrate was created.

ACCOMMODATION. Tobago has no hotels; but at **Scarborough** there are several boarding-houses, including *The Château*: board and lodging 12s. 6d. (\$3.00) per day or according to arrangement. *Aberfoyle* (charges about the same) is also well spoken of. At **Speyside** on the east coast, opposite Little Tobago, are bungalows where board and lodging can be obtained for from 10s. 5d. (\$2.50) per day. Visitors intending to make a stay in Tobago should make arrangements beforehand. At convenient distances throughout the island there are Government "Rest Houses." Permission to use them can usually be obtained from the Public Works Department.

COMMUNICATIONS. Tobago has no direct steamship communication with the mother country and Europe. There is, however, weekly communication between the island and Trinidad by Government steamer. Motor-cars can be hired at 1s. 6d. (36c.) per mile, and good riding-horses for 2s. (48c.) per hour, 6s. (\$1.44) per day, or £1 os. 10d. (\$5.00) per week. Airplanes can be chartered in Trinidad.

SPORTS. There are **Lawn tennis** clubs at Scarborough and courts at Roxburgh and King's Bay to which visitors are welcomed. **Cricket** is played by the Tobago Cricket Club and several village clubs. **Pony Races** are held on Petit Trou Beach near Scarborough and elsewhere at Easter. The sea **Bathing** is good, and the same applies to **Boating**. **Fish** is abundant, the most appreciated being snapper, king-fish, grouper, and Spanish mackerel. Eels are plentiful, and also lobsters, crabs, crayfish, and several kinds of turtle. **Deer** and **Game Birds** are abundant. Among the latter is the cocorico, a bird which resembles the English pheasant, and is believed to be peculiar to this island. Tobago is visited also by migratory birds, including plovers and Ramie pigeons. The birds of plumage are superior to those of any of the other islands. In Little Tobago, off Speyside on the east coast, birds of paradise (see page 149) are protected by the Government.

CLUB. The members of the **Union Club** at Scarborough extend hospitality to visitors suitably introduced.

SIGHTS. The little town of **Scarborough** which succeeded Georgetown as capital in 1796, was formerly called Port Louis. It is picturesquely situated at the base of a hill, 425 feet high, overlooking the harbour of the same name, once called Rockly Bay. In 1790, during a mutiny of the French garrison, the town was destroyed by fire. At the top of the hill is the old **Fort King George**, where the ruins of barracks, military hospitals, etc., remain to testify to its former importance. The old barrack square is now the wireless station, and on the brow facing Trinidad stands the lighthouse. A charming view of the surrounding country can be obtained from this spot. The old Dutch and French forts, the building of which have long since been levelled to the ground, were quite near by. The principal buildings in Scarborough are the Government offices, the police barracks, the Anglican, Wesleyan and Roman Catholic churches, Court-house, Royal Gaol, and Colonial Hospital.

Government House, where the Governor and Judges reside when they visit the island, is half a mile from Scarborough. In the grounds there is a private graveyard in which are three tombstones, recording the tragedy of Sir Frederick P. Robinson, K.C.B., Governor of Tobago from 1816 to 1828, who within five years lost his wife, son and two daughters. One daughter, aged 10, died on January 9th, 1819, the son, aged 21, on March 15th, 1820, and another daughter, aged 14, on April 19th in the same year, all three of "malignant fever," while Lady Robinson died on October 6th, 1823. It is pathetic to picture Sir Frederick living his lonely life in the house near by after his wife and three children had left him. Another grave is that of Sir William Young, Sir Frederick's predecessor, afterwards Member of Parliament, and a recognised authority on West Indian affairs. A small plate, affixed at the instance of the Hon. A. G. Bell, C.M.G., identifies the grave; but the head-stone provided by the House of Assembly is in the old church in Scarborough which should certainly be visited.

The **Government Stock Farm**, established with the object of improving the breed of stock in the island, overlooks the harbour. The **Botanic Station** near the landing-stage deserves a visit. It was established on an abandoned sugar estate called "Dealfair."

There are good driving roads all over the Leeward district. The Milford main road, running mainly in a south-westerly direction, passes near **Petit Troux Beach** (3 miles), on whose firm sands the races are held, and **Stoer Bay**, which offers one of the finest beaches in the West Indies for bathing. The sand is a pure coral white, and the water, as a rule, crystal clear.

At **Plymouth** on the stone over the grave of a woman and child, who died on November 25th, 1783, is the following remarkable epitaph :

She was a mother without knowing it, and a wife without letting her husband know it except by her kind indulgences to him.

The expedition to **Robinson Crusoe's Cave**, 10 miles from Scarborough to the west, is interesting. Though the experiences of Defoe's hero were based on those of Alexander Selkirk in Juan Fernandez, it is very evident from the text of "Robinson Crusoe" that Tobago was the island described by the author in that book. Possibly Defoe may have been inspired by Poyntz's glowing description of the island (*see next page*). In this trip may be included the **Buccoo Reef**, which at low tide is a wonderful storehouse of beautiful shells; the adjoining Lagoon at Bon Accord Estate is a favourite spot for boating and fishing.

A visit to the **Mason Hall** and **Big River Falls** to the north of the island takes half a day. There are many rides which can be enjoyed in the country through romantic scenery, and also round the island, halts being made by permission of the Public Works Department at various rest-houses *en route*.

Nearly all the roads in Tobago were originally made by the French during their occupation of the island, and are more remarkable for their skilful tracery than for the condition of their surface. They have, however, been

improved, and a new road is being made all round the island which is already suitable for wheeled traffic as far as Doctor's River, between Speyside and Charlotteville on the north side.

At a distance of about $1\frac{1}{2}$ miles from the north-eastern end of Tobago, off the village of Speyside (25 miles from Scarborough) is the island of **Little Tobago**. The rocks between it and Tobago are known collectively as **Goat Island**. Little Tobago was presented to the Government of Trinidad and Tobago in 1929 by the sons of the late Sir William Ingram, who had introduced into it Birds of Paradise (*Paradisea apoda*) from the Aru Islands in Dutch New Guinea in 1909. A condition of the gift was that the Government should protect and provide for the well-being of the birds. The island is about a mile long and has a total area of about 400 or 500 acres. It is clothed with dense tropical vegetation from the water side to the summit of its hills, which rise to a height of 490 feet above the sea level. It was once the home of an old hermit named Mitchell, who was marooned upon it. The descendants of the fowls which he kept are still to be found in the island in a wild state.

The scenery on the north side of Tobago is very imposing. **Man-o'-War Bay**, on the shore of which is the village of Charlotteville, nestling at the foot of the hills, should be visited. A minor inlet bears the suggestive name of **Pirate's Bay**. From Charlotteville a bridle track runs west to **Castara**, which is linked by driving roads to Plymouth and Scarborough.

Writing of Tobago in 1683, Captain John Poyntz said :

Thou art here presented with The Present Prospect of the Island of Tobago, about forty Leagues distant from Barbadoes ; but far excelling that Island, and indeed any other of the Caribee-Islands, in the Fertility and Richness of the Soil, and in the Commodiousness of its Bays and Harbors : and it is no paradox to affirm, That though it lies more south, the Air is as Cool and Refreshing as that of Barbadoes : and yet Exempted from those affrighting and destructive Hurricanes that have been often Fatal to the rest of the Caribee-Islands. . . . And I am perswaded that there is no Island in America, that can afford us more ample Subjects to contemplate the Bounty and Goodness of our Great Creator in, than this of

Tobago ; And this, I speak not by hearsay, or as one that has liv'd always at home ; but as one that has had Experience of the World, and been in the greatest part of the Caribbee-Islands, and most parts of the Continent of America, and almost all His Majesties Forreign Plantations ; and after having view'd them all, have chosen this Island of Tobago to take up my *quietus est* in.

Though Captain Poyntz, whose object was to attract capital to the island, was not guiltless of the fault common to many company promoters, of drawing the long-bow, it must be admitted that this part of his description of Tobago is remarkably accurate.

Tobago is a favourite holiday resort for visitors from Trinidad, and it is deserving of far greater patronage than it has yet received from tourists from over the sea.

CHAPTER VII

THE WINDWARD ISLANDS

GEOGRAPHICALLY the Windward Islands (the *Islas de barlovento* of the Spaniards) are those islands lying to the windward of the Caribbean Sea. The name is now, however, confined to a group of British colonies comprising Grenada, St. Lucia, and St. Vincent, and the Grenadines, which are dependencies of Grenada and St. Vincent. They are not a federal colony, but are grouped under one Governor and Commander-in-Chief for administrative purposes. As far back as 1764 there was one Governor for the "Southern Caribee Islands" of Grenada, Dominica, St. Vincent and Tobago. In 1833 St. Vincent, Grenada, Barbados, and Tobago were constituted a separate Government. In 1838 St. Lucia was added to the group and on March 17th, 1885, the Government of the Windward Islands was established, Barbados being omitted. Tobago was withdrawn in 1888 and attached to Trinidad.

GRENADA

GRENADA, the most southerly of the Windward Islands and the seat of government of that British group, lies in latitude $12^{\circ} 5' N.$ and longitude $61^{\circ} 40' W.$, 90 miles to the north of Trinidad, 68 miles south-south-west of St. Vincent, and 100 miles south-west of Barbados. It is about 21 miles long and 12 miles broad, its total area being 120 square miles, or about half the size of Middlesex, and its population 75,214, or 626.8 to the square mile. The island is very mountainous, and is only equalled by Dominica for the beauty of its scenery. The

highest points are Mount St. Catherine, 2,749 feet, from which spurs branch off, forming valleys of great beauty and fertility, Mount Sinai (2,300 feet) and the mountain of the Grand Etang (2,014 feet). Along the east and south-east coast the mountains gradually slope off to the sea, but on the whole of the west coast they run sheer down. The island is purely volcanic in its origin, the chief centres of eruption appearing to have been in the neighbourhood of Mount St. Catherine and the Grand Etang, a mountain lake 1,740 feet above the sea, which occupies an extinct volcanic crater. Grenada is abundantly watered, being intersected in every direction by streams of the purest description. The principal river, the Great River, rises near the Grand Etang, and takes a north-easterly course, entering the sea to the north of Grenville Bay. The island is divided into six parishes—St. George, St. David, St. Andrew, St. Patrick, St. Mark, and St. John. The town of St. George's, the capital, which has a population of 4,629, stands on a peninsula towards the southern end of the west coast, sheltering an almost land-locked harbour known as the Carenage. Grenville, the town next in size, is situated at the head of a bay of the same name in the middle of the windward coast; Gouyave stands on the shore of an open roadstead on the west coast about twelve miles from St. George's; and at the extreme north of the island is the small town of Sauteurs. The roads of the island (which have recently been improved) though good, are very hilly.

Under the Government of Grenada are the island of Carriacou and those of the Grenadines adjacent and to the south of it, which are administered by a resident Commissioner. **Carriacou**, an island twenty miles to the north of Grenada, is 8,467 acres in extent. It is very mountainous, though its hills, which have been almost entirely deforested, are lower than those of Grenada. There are no streams in the island and the water-supply is derived from wells. Bellevue North, 980 feet, is the highest point, and Chapeau Carré, 960 feet, in the south, is the next highest. The extensive natural harbour

called Grand Carenage, adjoining Harvey Vale Bay, is famed for its oysters which grow on the roots of mangrove trees. Grenada's other dependencies are Diamond Island, or "Kick-em-Jenny," as it is popularly called; Islet Ronde, Les Tantes, Isle de Caille, and Levera, Green, Bird, Conference, Marquis, Bacolet, Adam, Caliviny, Hog and Glover islands; while round Carriacou there are Petit Martinique—so called because the French found snakes there similar to those in its larger namesake—Petit Tobago and Saline, Frigate, Large, Mabouya, Sandy and Jack Adam islands. "Kick-em-Jenny" in particular is generally pointed out to visitors owing to its peculiar name, which is probably a corruption of "Cay qui gêne," the cay or island which bothers one; for the sea is often very rough in the neighbourhood.

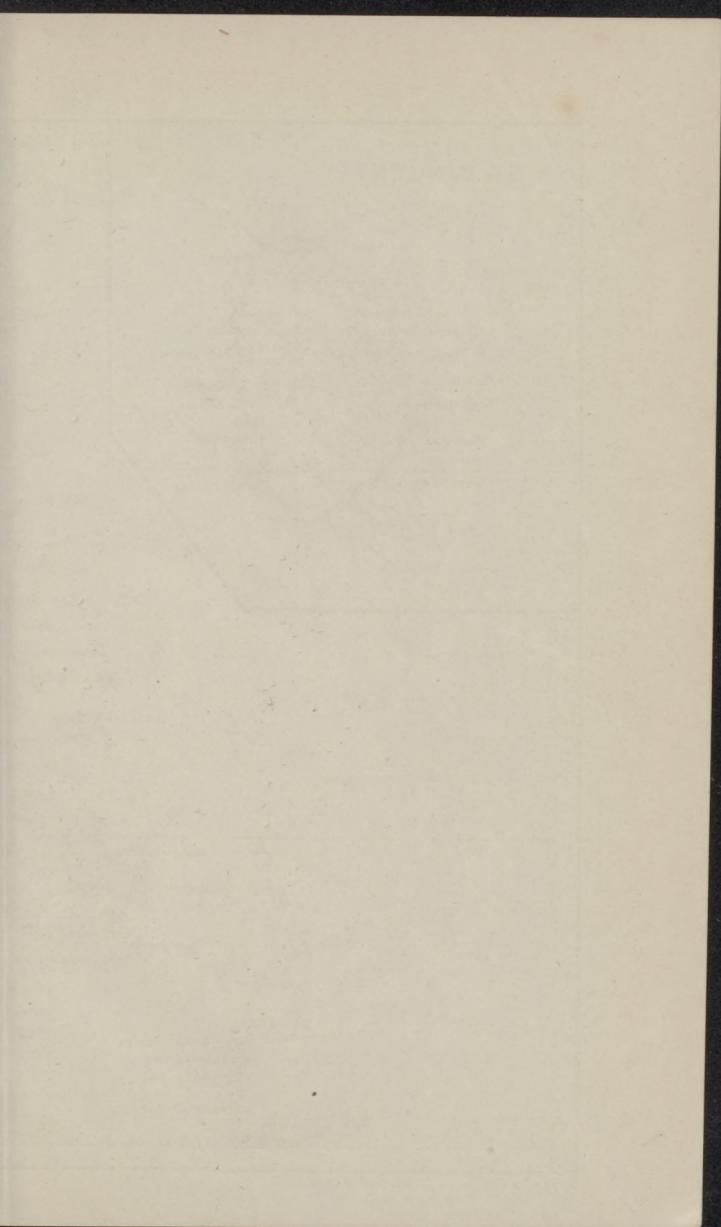
INDUSTRIES. Grenada is entirely dependent for its prosperity on agriculture. Sugar was once its staple, but the production of that commodity is now insufficient to meet local requirements, the principal article of export being cacao and spices. On account of the quantity and excellent quality of the nutmegs and mace exported the island is often called the "Spice Island of the West." Nutmeg cultivation was first started by the late Hon. Frank Gurney on Belvidere—the estate owned by the rebel Julien Fédon—in the early 'eighties of last century, and rapidly spread. Coco-nuts and kola are also exported, and the cultivation of grape-fruit and limes is increasing. The few sugar-works still standing are mainly concerned with the manufacture of rum for local consumption. The soils of Grenada are rich and have been compared with those of Java for fertility. In Carriacou the cultivation of Marie Galante cotton, started in the 'sixties of last century, has never been abandoned.

CLIMATE. The climate of Grenada is equable and healthy. The year is divided into two seasons, the dry which begins towards the end of January and lasts until the full moon in May, and the wet lasting for the rest of the year; but the heaviest rains fall in September and November. The average annual rainfall is 80 inches, but in the interior it is nearly twice as much. The island is practically free from hurricanes, there having been five occasions only when it is known to have been visited by gales of hurricane strength. Near the sea-level the maximum mean temperature is 90° Fahr., and the minimum 68° Fahr., but in the mountains it often falls below 60° Fahr.

HISTORY. Grenada was first called Concepción by Columbus, when he discovered the island in 1498 on his third voyage. It is not known when it received its present name. In 1609 an

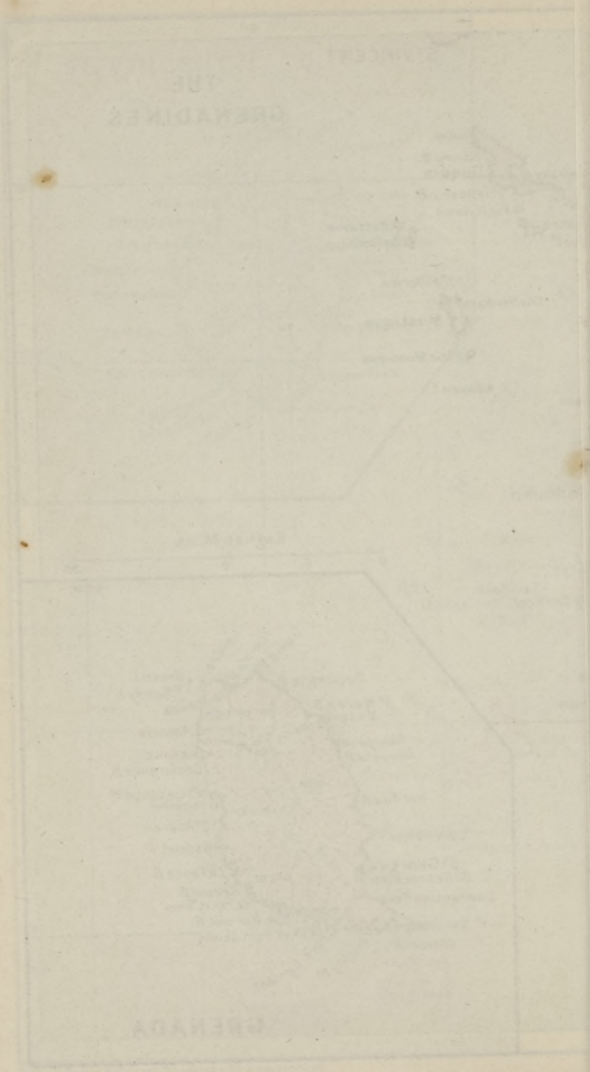
attempt was made by a company of London merchants to colonise the island, but in less than a year the settlers were driven off by the Caribs. Grenada was included in the possessions of the French Company of the Islands of America, and in 1650 Du Parquet, the Governor of Martinique, a nephew of d'Esnam-buc, the first French coloniser in the West Indies, having purchased Grenada, set out for it with two hundred adventurers, and, having taken formal possession of the island, built a fort there and founded the colony. The settlers, who were at first well received, soon quarrelled with the Caribs; but with the aid of reinforcements from Martinique, the Indians were exterminated. On the northern coast the Morne des Sauteurs is still shown, where many of the Caribs leapt into the sea in order to escape from their enemies. Du Parquet, now in full possession of the island, did not find it profitable, and so in 1656 he sold it to Count de Cerillac for about £1,890. The latter appointed as Governor a man "of brutal manner," who oppressed the colonists to such an extent that he was tried and condemned to be hanged. By pleading that he was of noble origin he managed, however, to get the sentence altered to one of beheading, but no skilful executioner being available, he was at last shot at the summit of the hill on the Grand Etang road. De Cerillac sold the island in 1664 to the French West India Company, and on the dissolution of that organisation at the end of the year 1674 it passed to the French Crown.

Grenada remained in the possession of France until 1762, when it capitulated to Great Britain, to which it was formally ceded in the following year. In 1779 it was recaptured by a French fleet under Count d'Estaing, Hospital Hill being stormed and captured by a strong force under Count Dillon, but it was restored to Great Britain by the Treaty of Versailles of 1783. The year 1795 was a critical one in the history of the colony. In it began what was known as the Brigands' War, the notorious French republican, Victor Hugues, making a determined effort to regain possession of the island by bringing about an insurrection of the French inhabitants and the slaves. The outbreak began soon after midnight of March 2nd, when Julien Fédon, a coloured planter, entered Grenville with a party of rebels and massacred the inhabitants. The victims were dragged from their beds and shot in the streets, their bodies being mutilated in an atrocious manner. Stores were robbed and private dwellings pillaged. Simultaneously an attack was made on Charlotte Town or Gouyave by another party, which captured a large number of prisoners. The Lieut.-Governor, Ninian Home, was at his estate, Paraclete, in St. Andrew's, when news of the disaster reached him, and he decided at once to return to St. George's by way of Sauteurs. At La Fortune estate he went aboard a sloop: but, unfortunately for him, on arriving off Charlotte Town he was fired at from the fort, and seeing at the same time several vessels which he took for French privateers off Palmiste



THE
GRENADINES

GRENADA



as well as canoes at Maran Bay, he deemed it best to go ashore. No sooner had he landed than he was made a prisoner and marched off to Fédon's headquarters, though the captain of the sloop managed to reach St. George's in safety.

The unfortunate Governor Home was treated with the utmost indignity until April 8th, when his sufferings came to an end, he and forty-seven other prisoners being massacred while an attack was being made by the British on Fédon's camp, the Champ La Mort, Fédon, who was enraged at his brother having been killed, himself giving the order to fire in each case. It was not until June in the following year that the rising was suppressed by Sir Ralph Abercromby, who had in the meanwhile assumed the chief military command in the West Indies. The entire cost of the rebellion was £230,000, and the losses of the inhabitants were estimated at £2,500,000.

CONSTITUTION. Grenada is the headquarters of the Government of the Windward Islands (*see* page 151). It has an Executive Council, and a Legislative Council, which was reconstituted in 1924, and now consists of seven official, three nominated, and five elected members with the Governor as President.

ACCOMMODATION. St. George's. The *Home Hotel* at the corner of Monckton and Young Streets, within fifty yards of the wharf: board and lodging 10s. (\$2.40) per day. At the *Douglas* the charges are about the same. The buildings of the *Quarantine Station* can be rented when they are not required for their legitimate purpose. The charges for the principal building, or "First Class Observation Station," are 10s. (\$2.40) for the first day, and 4s. (96c.) for each subsequent day; and for the "Second Observation Station," 5s. (\$1.20) for the first day and 2s. (48c.) for each subsequent day. At the **Grand Etang** there is a Rest House whose caretaker is authorised to cater for visitors.

COMMUNICATIONS. Grenada can be reached from England *via* Barbados or Trinidad, direct from the United States, and every fortnight from Canada. (*See* Appendix I.) The steamers go alongside the wharf at St. George's. There are several garages where **Motor-cars** can be hired. Their names and addresses can be obtained at the merchants' offices on the wharf. The rates are from 1s. to 1s. 6d. (24c. to 36c.) per mile according to distance.

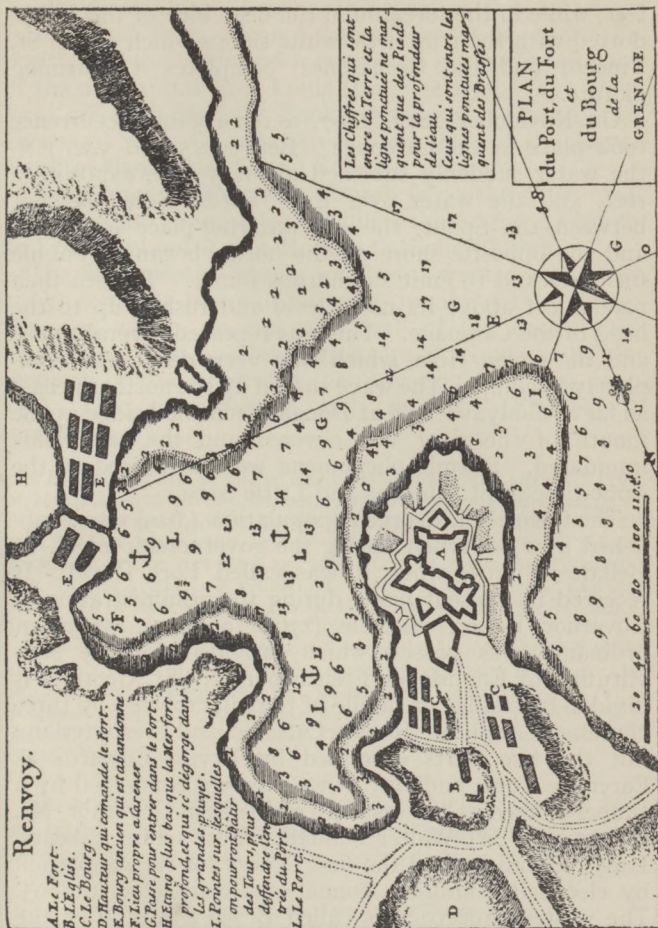
A Government **Motor** plies daily between the post offices of St. George's and Sauteurs (3 hours) calling at those of St. David's (1 hour) and Grenville (2 hours) *en route*. Fares 2s. 6d. (60c.) per stage.

A **Motor-launch** carrying passengers and mails plies between Sauteurs, Duquesne, Victoria, Gouyave, and St. George's, leaving Sauteurs (2 hours). Once a week it proceeds to Carriacou, returning next day. **Motor-launches** for bathing expeditions and expeditions to the leeward coast can be hired at reasonable rates.

SPORTS. The Grenada Cricket Club has a picturesque ground a quarter of a mile from St. George's, where **Cricket** and **Football** are played. At Grande Ance Bay, which is reached by boat in half an hour from the Carenage, there is a fine stretch of sandy beach, from which the bathing is perfect. **Boats** can be hired at the Carenage. The sea **Fishing** is good, and the rivers can be fished for mullet, brochet, sard, and mud-fish. The natives use avocado pears, green grass-hoppers, red bananas, and sometimes worms and cockroaches as bait. The St. Andrew's Racing Club, founded in 1897, holds flat **Races** periodically, and race meetings are held at Queen's Park, St. George's, occasionally, and also at Grenville on New Year's Day and at Easter. **Rifle-shooting** is encouraged by the St. George's Rifle Club, founded in 1907, which has its range at the Queen's Park.

CLUBS. The **St. George's Club**, which was opened in 1888, and faces the Carenage, is very hospitable. Next to it there is a **Public Library** and **Reading-room** open from 10 A.M. to 9 P.M. on week days and on Sunday from 2 to 6 P.M., where the latest periodicals can be seen and books can be borrowed on payment of 1s. (24c.) per quarter. The **Grenada Club** is also very hospitable. At Grenville there is the **St. Andrew's Club**, which was opened in 1901.

SIGHTS. The Carenage, or inner harbour of St. George's, so called from its having been in the old days a favourite place for careening ships, is exquisitely picturesque. Obviously of volcanic origin, it is almost surrounded by an amphitheatre of hills densely clothed with tropical vegetation. The entrance is exceedingly narrow and was formerly commanded by the guns of Fort St. George at the south-western extremity of the promontory of the same name on the west, and Monckton's Redoubt on the east. Over the promontory straggles the picturesque town of St. George's, the red roofs of the houses forming an agreeable contrast to the rich green of the tropical foliage. On the eastern side of the Carenage is the "Ballast Ground." It was on a strip of land at the foot of this cliff and extending across the mouth of a sheet of water known as the Lagoon, then a lake of brackish water but now an arm of the sea, that the original French settlement, Port Louis, stood (*see* plan opposite). On the lower hills round the Carenage is a chain of forts—dismantled for many years, but looking still very menacing. Beyond them rise mountains to a height of from two to three thousand



THE CARENAGE, GRENADA, IN 1700

From an old plan in the "Nouveau Voyage aux Iles de l'Amerique."

This plan shows at E the site of the original French town, Port Louis, on a strip of land extending across the mouth of the lagoon, which was then a lake, and is now an arm of the sea.

feet, while in the foreground the deep blue of the water, dotted with the trim little white sloops which ply to St. Vincent and the Grenadines, completes a charming picture.

On November 18th, 1867, a remarkable occurrence took place in the Carenage. Between 5 and 5.20 P.M. the water suddenly subsided about 5 feet, exposing a reef, and the water over the "Green Hole," a spot between the Spout, the old watering-place for ships, and the opposite shore on the north, began to bubble furiously and to emit sulphurous fumes. The sea then rose 4 feet above its usual level and rushed up to the head of the Carenage. This was repeated several times, and the Green Hole, which was very deep, was completely filled up. The wave rushed up the northern coast as far as Gouyave, and at Dougaldston the bridge at the mouth of the river was covered and the cane-fields inundated. Seismic phenomena were witnessed at the same time in St. Thomas and Little Saba.

The town of **St. George's** (population 4,629) was established by the French during the governorship of M. de Bellair in 1705, when it was called Fort Royal. It received its present name during the administration of Governor Robert Melville (1764 to 1771), when an ordinance was passed which provided for the substitution of English for French names. St. George's is divided by a ridge or saddle of the hill crowned by three churches—Anglican, Roman Catholic, and Presbyterian; but the two parts described by Bryan Edwards as Carenage Town and Bay Town are now connected by a tunnel pierced at the instance of the then Governor, Mr. (afterwards Sir) Walter Sendall, whose name it bears. Lady Sendall ignited the first charge for its excavation by electricity, and the tunnel was completed in 1895. The western approach is called Bruce Street after the late Sir Charles Bruce, Governor from 1893 to 1897.

The **St. George's Club**, the **Post Office**, the **Public Library** (first opened in 1864) and the **Government Buildings** are situated on the wharf, adjacent to the landing-place. At the Library an interesting old map

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by M. de Caillus, "Engineer-General of the American Islands and Terra Firma," can be seen. It shows the position of the town and fort erected in 1705-1706, and of the old capital Port Louis (*see* page 156). The chief local office of **Barclays Bank** (Dominion, Colonial, and Overseas) is in Church Street, and that of the **Royal Bank of Canada** in Young Street.

The Scotch **Presbyterian Church** is on the ridge near Fort George. Farther up the hill is the Anglican Church and, just behind it, the Roman Catholic Church.

The **St. George's Church**, which was erected soon after 1763, contains many interesting monumental tablets, three of which, on the west wall of the nave, were erected in 1799 by the Legislature of Grenada to the memory of the victims of the Brigands' War (*see* page 154). One, ornamented with military trophies, is inscribed :

IN REMEMBRANCE OF THOSE BRAVE MEN, OFFICERS AND PRIVATES IN HIS MAJESTY'S SERVICE, AND INHABITANTS OF THIS COLONY, WHO LOST THEIR LIVES IN DEFENCE OF IT, DURING THE REBELLION THAT EXISTED IN THE YEARS 1795, AND 1796, (MOST OF WHOM WERE CUT OFF IN THE FLOWER OF THEIR YOUTH), THE LEGISLATURE OF GRENADA HAVE PLACED THIS TABLET HERE, AS A RECORD OF THEIR GRATITUDE TO THE MEMORY OF THE UNFORTUNATE SUFFERERS : A.D. 1799

THE NAMES OF OUR FELLOW-COLONISTS WHO DIED AT THAT EVENTFUL PERIOD, (EITHER IN THE FIELD OF BATTLE, OR OF DISEASES PRODUCED BY EXCESSIVE FATIGUE) ARE TOO NUMEROUS TO BE INSCRIBED WITHIN THE COMPASS OF THIS STONE ; AND THE SELECTION OF ANY INDIVIDUALS AMONGST THEM WOULD BE INJUSTICE TO THE OTHERS.

On another tablet, at the top of which is an urn and on either side a kneeling woman, sculptured by the younger Westmacott, is the inscription :

SACRED TO THE MEMORY OF
HIS HONOR NINIAN HOME ESQ^{TE}, LIEUTENANT GOVERNOR, ETC., ETC.
[*Here follow the names of the other victims*]
PROPRIETORS AND INHABITANTS OF THIS COLONY ;
ALL OF WHOM WERE TAKEN PRISONERS, ON THE 3RD OF MARCH, 1795,
BY AN EXECRABLE BANDITTI,
COMPOS'D PRINCIPALLY OF WHITE NEW-ADOPTED SUBJECTS OF THIS ISLAND
AND THEIR FREE COLOUR'D DESCENDANTS ;
WHO STIMULATED BY THE INSIDIOUS ACTS OF FRENCH REPUBLICANS
LOST ALL SENSE OF DUTY TO THEIR SOVEREIGN,
AND UNMINDFUL OF THE ADVANTAGES THEY HAD LONG ENJOY'D,

BY PARTICIPATING IN THE BLESSINGS OF THE BRITISH CONSTITUTION
 OPEN'D ON THAT DAY
 THOSE DESTRUCTIVE SCENES WHICH NEARLY DESOLATED THE WHOLE COUNTRY
 AND ON THE 8TH OF APRIL FOLLOWING,
 COMPLETED THE MEASURE OF THEIR INIQUITY
 BY BARBAROUSLY MURDERING
 (IN THE REBEL-CAMP AT MOUNT QUAQUA)
 THE ABOVE INNOCENT VICTIMS TO THEIR DIABOLICAL AND UNPROVOK'D CRUELTY.
 AS A TRIBUTE OF GRATITUDE TO DIVINE PROVIDENCE
 FOR HAVING RESCUED THE COLONY
 FROM THE HORRORS OF REBELLION, AND FROM UTTER RUIN;
 AS WELL AS TO TRANSMIT TO POSTERITY
 A RECORD OF THE MELANCHOLY FATE OF THEIR FELLOW-COLONISTS;
 THIS MONUMENT IS PLACED HERE
 BY THE LEGISLATURE OF GRENADA
 A.D. 1799

The third tablet, which is adorned with naval trophies, was erected by the Legislature to the memory of Captain Josias Rogers of His Majesty's ship *Quebec*, who "came to the Relief of this Island Immediately after The Commencement of the horrid Rebellion," and "who died on Board his Ship in the Harbour of St. George on the 25th of April, 1795, Of a malignant Fever, Caught by his Exertions in Defence of the Colony."

Fort George, at the south-western extremity of the promontory, was erected in 1705-1706 from the designs and under the direction of M. de Caillus, and has long since been abandoned for military purposes. The view from it of the inner harbour or Carenage on the one side and the bluff leeward coast on the other, with part of the town of St. George's at the foot, renders it an excellent point of vantage for artists and photographers. Over the entrance arch is cut the date 1710, and there are still several Georgian cannon mounted on the stone platform. Since the withdrawal of the garrison, the military barracks in the vicinity have been utilised as the Colony Hospital. The old Ordnance Store is now the Yaws Hospital, where patients suffering from the distressing complaint known as Yaws (*Frambæsia*)—now curable—are treated.

The **St. George's Market**, which is a few minutes' walk from the Carenage over the hill or through the Sendall Tunnel, is well worth a visit on Saturday during market hours. The **Hamilton Almshouse**, in Lucas Street was founded by Mrs. Hamilton, wife of Mr. K. B. Hamilton, in 1846. It is supported by voluntary contributions

and provides for seven inmates, respectable women in reduced circumstances. The almshouse was rebuilt in 1905 with money collected by Lady Llewelyn, wife of the then Governor. Near the town is **Queen's Park** with a race-course and recreation ground established in memory of Queen Victoria's Jubilee in 1887.

The **Botanic Station**, which owes its inception to Dr. (now Sir) Daniel Morris, is situated at the foot of Richmond Hill, only five minutes distant by boat from St. George's. It was established in 1886, since which year it has made rapid progress. Many valuable trees have been planted and the gardens have a nursery for the growth and distribution of plants.

At **Grand Ance Bay** (a row of about 30 minutes from the wharf; fare 2s. (48c.) per person), to the south of St. George's, there is an exquisite stretch of sandy beach from which delightful sea-bathing can be enjoyed. The Government have provided a landing-stage, and the use of a bathing house can be had for a charge of 6d. (12c.) per head.

The **Quarantine Station** (2s. (48c.) per passenger by boat from St. George's), is a favourite resort for picnics. When not required for their legitimate purpose the buildings can be rented at a reasonable rate.

Government House stands on rising ground about 320 feet above the sea-level, overlooking the town and harbour, from which it is a mile distant. Built in 1802-1807 it was modernised in 1887 and a new wing was added in 1902. The view from the terrace is unsurpassed. On the Governor's reception day visitors are always made welcome.

A road with an easy gradient leads to the **Hospital Hill Forts** on a plateau 400 feet high adjoining the town on the north. Here the British under Sir George (afterwards Lord) Macartney made a brilliant stand against the French under Count d'Estaing in July, 1779. The entire force of the island did not exceed 540 men, who, on the approach of the enemy, entrenched themselves at the summit of the hill. Here they were invested by d'Estaing at the head of no fewer than 3,000

men, who, however, only succeeded in carrying the lines after losing 300. The garrison retired to Fort St. George, where they were bombarded by the guns from Hospital Hill, which they unfortunately omitted to spike, and were compelled to surrender.

From **Richmond Hill** (10 minutes by motor-car from St. George's along a good road), a long ridge, 800 feet high, on which was the headquarters of the troops when Grenada was garrisoned, a splendid view of the town and Carenage can be obtained. The hill, which was purchased by the local Government for £20,000 in the latter half of the eighteenth century, is studded with several forts which are now used by Government institutions. The old military buildings in Fort Matthew and St. Vincent, while the adjacent barracks are now the Poor Asylum and Hospital for Incurables. The forts were begun by the French in 1780 on the land of Fort George estate, the property of the Hon. William Lucas, and completed by the British, who compensated the former owner, in 1784.

A favourite excursion from St. George's is that to the **Grand Etang** (Large Pond), a large circular freshwater lake $2\frac{1}{2}$ miles in circumference, 14 feet deep, and 1,740 feet above the level of the sea ($6\frac{3}{4}$ miles from St. George's). The road is good, and the drive through cacao and provision grounds and a wealth of tropical vegetation is an attractive one. Permission can be obtained from A. Hubbard and Co., Ltd., whose offices are on the wharf, to visit the **Falls of Annandale** *en route*. The Grand Etang occupies the crater of an extinct volcano, like the larger Lake Antoine in the north-east of the island. It is approached by a macadamised path from the Government Rest House on the left hand side of the road. The picturesque little Sanatorium near by, which is connected with the telephone system of the colony, can at times be rented on reasonable terms. It is an ideal place for a rest cure. A river skiff can be hired on the lake for a moderate fee. By creeping through immense tree-ferns from 5 to 6 feet high near

the Rest House, one can see the spot where His Majesty King George V, then Prince George, and his brother, Prince Albert Victor, were entertained, on January 29th, 1880, in "a pretty sort of *al fresco* hall erected of bamboo and palm leaves," when they visited the West Indies in H.M.S. *Bacchante*. What was then a clearing is now densely overgrown with bush; but a beautiful view can be had from it of Grenville Bay on the eastern or windward side of the island, whence much produce is shipped. The Grand Etang was visited by the Prince of Wales during his brief stay in Grenada on September 24th, 1920.

Not far from the lake is the **Morne Fédon** (2,000 feet), formerly the Vauclain Mountain or Mount Qua Qua, where the Lieutenant-Governor, Ninian Home, and forty-seven other persons were massacred by rebels led by Julien Fédon, a coloured planter, in 1795, during the insurrection stirred up by Victor Hugues. Fédon's camps were situated on three spurs of Mount St. Catherine, and were called Champ la Liberté, Champ l'Egalité, and Champ la Mort. The plateau, on which a commemorative pillar has been erected by the Government, can only be visited in the dry season, and is approached by a narrow winding path. The pillar is simply inscribed :

SITE
OF
FEDON'S
CAMP
1795

Mr. John Hay, who narrowly escaped sharing the fate of the Governor, gave in his "Narrative of the Insurrection" (1823) the following account of the closing scene in the tragedy :

The prisoners, who had been let out of stocks, were immediately ordered in, the door locked, and the whole guard put under arms. Soon after the attack became more general, a voice was heard, saying, "The prisoners are to be shot . . ." The guard was drawn up very near the prison, at the distance of not more than four or five paces. They appeared very much agitated, trembling with impatience, and some seemed to have their guns cocked. A few prisoners called out "Mercy!" No

reply was made. Others, who were not in stocks, were on their knees praying. Not a word was exchanged among us; we all knew an attack from that quarter must fail of success, which would not only prolong our misery, but endanger our lives. The door was opened; two men appeared with hammers to take the prisoners out of stocks. Those who were not in confinement were ordered to go out. . . . He (Fédon) began the bloody massacre in presence of his wife and daughters, who remained there, unfeeling spectators of his horrid barbarity. He gave the word *Feu* himself to every man as soon as he came out; and, of fifty-one prisoners, only Parson M'Mahon, Mr. Kerr, and myself were saved.

At Charlotte Town, or **Gouyave** (population 1,927), on the leeward coast, about twelve miles to the north of St. George's by road (1¼ hours by motor-boat or one hour by motor-car—see page 155), a flourishing system of peasant proprietorship can be seen in operation. Attempts have been made in the other islands to settle the people on the land, but nowhere have they proved so successful as in Grenada.

The leeward coast is very beautiful, and recalls to mind the Italian Riviera. The land breaks off abruptly in bluff headlands which, however, unlike those on many parts of the Italian coast, are densely covered with verdure. Four miles to the north is **Victoria** or Grand Pauvre (population 1,514), in St. Mark's Parish, built on the shore of an open bay. Eight miles farther is **Sauteurs** (pronounced Soteers; population 960), reached by motor-boat in three or four hours or in two hours by motor-car. It is of interest as having been the scene of a ruthless massacre of the Caribs, a number of whom pursued by the French under Le Compte, in 1650, rushed up a narrow and difficult path known to them alone, and threw themselves over the edge of a cliff (Le Morne des Sauteurs, or The Leapers' Hill) overlooking the bay. The French, who only lost one man, then set fire to the cottages and rooted up the provision crops of the Caribs, and, having destroyed or taken away everything belonging to them, returned, as Du Tertre naïvely describes it, "*bien joyeux*." From Sauteurs **Lakes Antoine** and **Levera**, which occupy the craters of extinct volcanoes, can be visited.

Those interested in antiquities can inspect stones sculptured by the Caribs at Mount Rich in St. Patrick's Parish, and near the town of Victoria.

Grenville, or La Baye (population 1,200), on swampy land near the beach of a large bay on the east of the island in St. Andrew's Parish, is the town next in importance to St. George's. It stands to the north of the site of the older one of the same name, which was the scene of the outbreak of the rebellion of 1795 described above (*see* page 154). Grenville Bay is protected on the north by Telescope Point, which forms part of Telescope estate.

Overlooking the town is **Pilot Hill**, on the summit of which is a signal station and the residence of the port pilot.

Post Royal, about two miles south of Grenville, was a rebel outpost during the Brigands' War. Its stubborn defence was ended in March, 1796, by a brilliant charge of the Buffs under Brigadier-General Campbell. At one time Post Royal was the principal shipping and trading point on the windward coast. At Marquis, near by, the ruins of the old Parish Church can be seen.

At **Point Salines**, the south-western extremity of Grenada, is a lighthouse presented to the colony by the late Hon. C. Macaulay Browne and Mr. G. G. Browne, with the buildings and adjacent land, in memory of their late father, Mr. James Browne, a leading merchant.

A visit to a **Cacao** and a **Spice Estate** should on no account be omitted. If the visitor is not furnished with letters of introduction from England—which it is always desirable to have—he should seek the advice of A. Hubbard and Co., Ltd., whose offices are on the wharf. Some particulars regarding cacao cultivation will be found in the chapter devoted to industries (*see* page 439). The nutmeg industry being principally identified with Grenada may be dealt with here. The nutmegs (*Myristica fragrans*) are sown two or three feet apart, and the young trees begin to flower, or “declare” as it is termed locally, in about four to six years. The trees are either male or female, the former “declaring” first. When

the females "declare" they are planted out at distances varying from 15 to 30 feet apart, the male trees being distributed evenly among them. In about fifteen years the trees are well established and require little attention since weeds do not grow under nutmeg shade. When full-sized, the trees yield no fewer than 5,000 nuts each per annum. The nutmegs when gathered are covered with a scarlet lace-like substance, which, when dried in the sun, becomes the "mace" of commerce. The nuts themselves are dried in a current of air and afterwards in the sun. The hard shell is then broken with a wooden mallet, and the kernels are packed in barrels for shipment.

A visit to Hillsborough (population 262), the chief town in **Carriacou**, can be made by the Government motor-launch or sloop. In the Grand Carenage, next to Harvey Vale Bay at the south-west of the island, Carriacou has a fine natural harbour. The view of St. Vincent and the Grenadines from the new hospital, on the site of an old military station at Belle Vue, is very striking. A fine view can also be obtained from the Government Rest House on **Bellevue North** (980 feet) comprising St. Vincent on the north and Grenada on the south, 68 miles apart, with the exquisite archipelago of the Grenadines lying in between.

ST. LUCIA

"Statio haud malefida carinis."

The Colony's Motto.

ST. LUCIA, which lies in latitude $13^{\circ} 50' N.$ and longitude $60^{\circ} 58' W.$, about 20 miles to the south of Martinique and 30 miles to the north-east of St. Vincent, has a total area of 233 square miles, being rather larger than the Isle of Man. Its greatest length is 28 miles, its greatest breadth 14 miles, and its population 57,482. The island, being volcanic, is very mountainous, and its scenery is magnificent. The main range of mountains runs north and south for nearly the entire length of the island, buttressed

by numerous ridges which gradually slope down to the sea on either side, forming many fertile valleys. The flattest parts of the island are at Gros Islet, at the extreme north-west, and Vieux Fort, at the south-east, where the backbone ends, giving place to a plain. The Canaries Mountain (3,140 feet), in the centre, is the highest point, and the most mountainous part is on the leeward side in the neighbourhood of the Soufrière, a volcano the crater of which is about three acres in extent. There are also other traces of volcanic activity in the island, in the form of hot springs and sulphur. To the south of Soufrière Bay the two conical mountains known as the Pitons, or the Peaks, form prominent landmarks, the grandeur of which is unequalled throughout the West Indies. They rise to a considerable height, which is emphasised by their isolation. The Gros Piton is over 2,619 feet high and the Petit 2,461 feet.

St. Lucia has several rivers, including the Cul-de-Sac and the Roseau on the leeward, and the Dennery, the Troumassée, and the Canelles on the windward side. Castries, the capital, is situated on the western coast about nine miles from the northern end of the island. It stands at the head of a sheltered bay rather more than a mile in length, which forms a safe and convenient harbour. Near the north of the island, also on the leeward side, is Gros Islet on a bay, over which, at a distance of half a mile, the small but historic Pigeon Island stands sentinel. Next in size to Castries is Soufrière on a bay of the same name to the south of the capital.

INDUSTRIES. In spite of its great fertility, about one-tenth of St. Lucia is still covered with forest. Most of the uncultivated land belongs to the Government, which is anxious to dispose of it to settlers at from 10s. (\$2.40) to 20s. (\$4.80) per acre, with easy terms of payment. A few European settlers attracted to the island as cacao and lime planters are doing well. Sugar-canes, cacao, coffee, nutmegs, limes, coco-nuts, and bananas thrive in St. Lucia, and the appliances for the manufacture of sugar are modern, the island having several central factories. Limes (*Citrus medica* var. *acida*) have been widely planted,

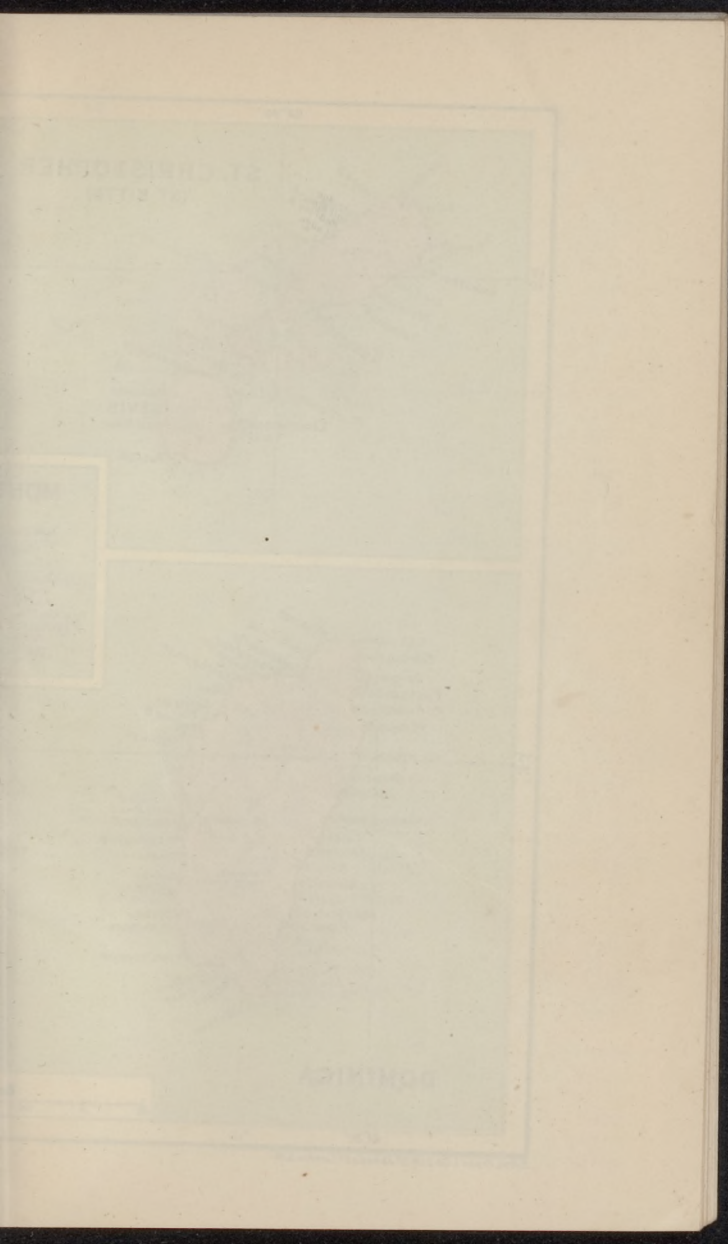
and the lime industry promises to prove one of value and importance. At Castries a factory for crushing limes for small growers was erected in 1913, and there is also a factory for expressing oil from coco-nuts and castor-oil seeds. Castries is a mercantile coaling station, and a large section of the community makes its livelihood by coaling steamers.

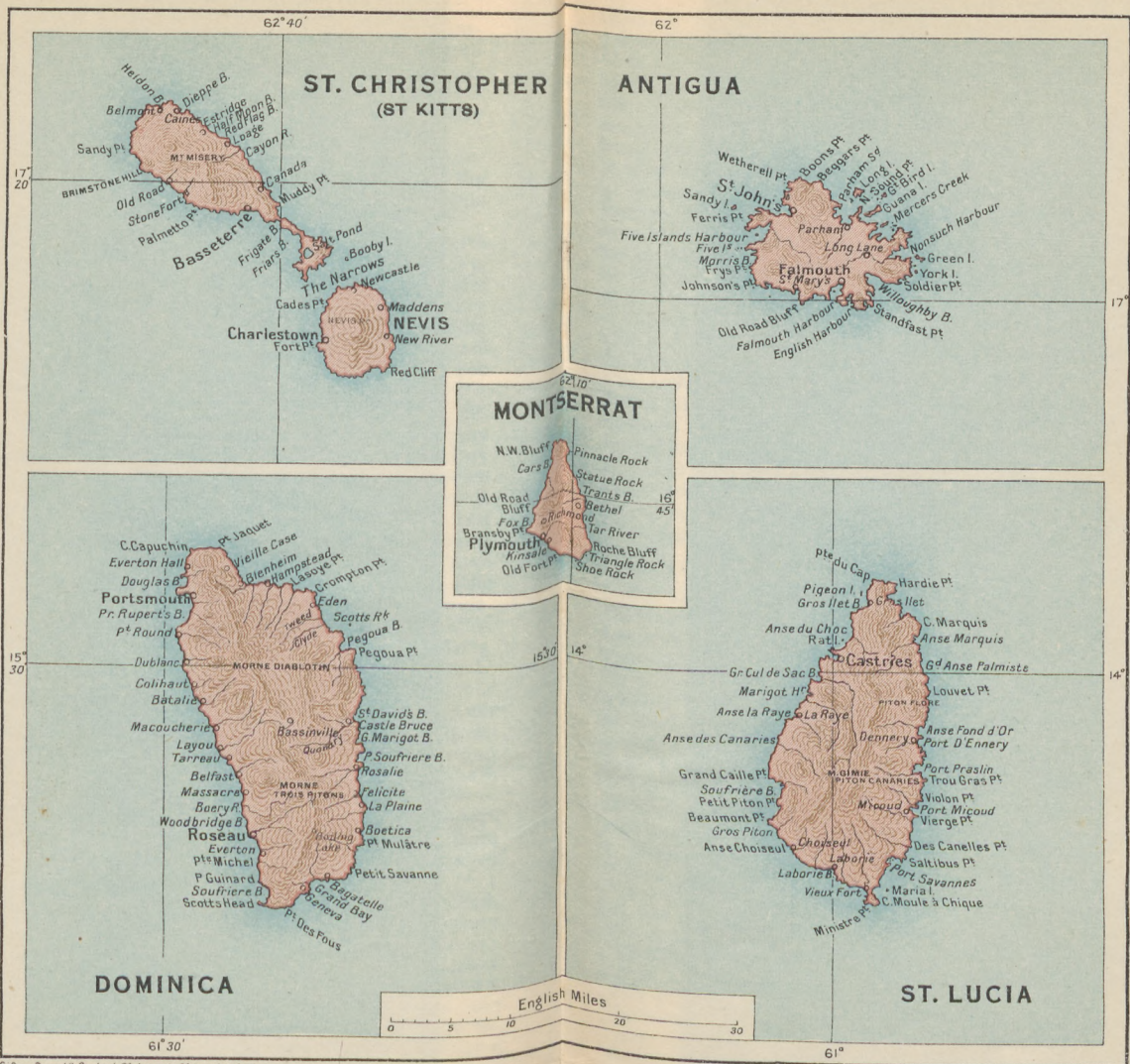
The coaling trade has unfortunately fallen off owing to competition in Colon, to general depression in shipping, and to the advent of oil-burning vessels, but there have recently been signs of a revival.

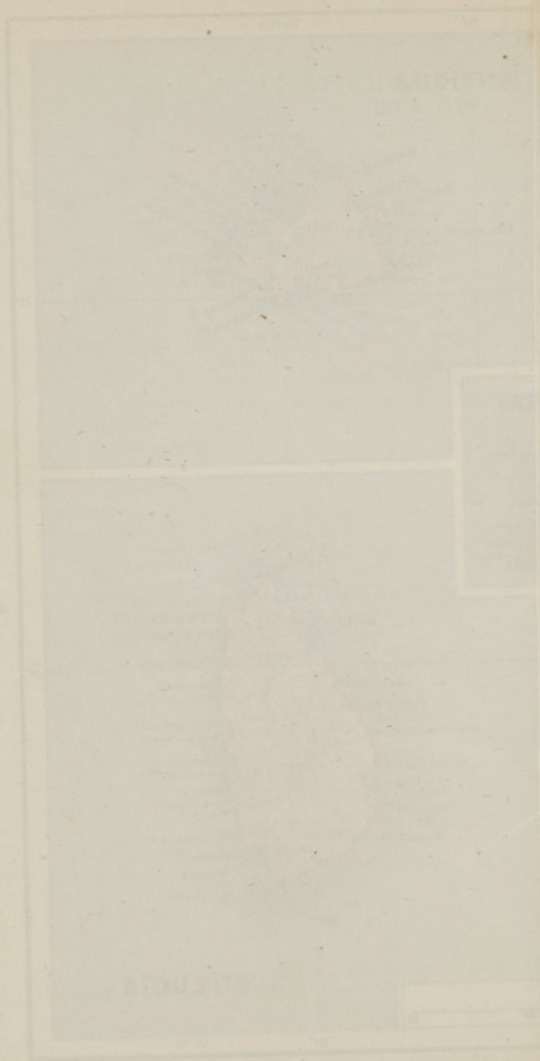
CLIMATE. The climate of St. Lucia though humid is quite suited for Europeans, and is at its best from December to May. The rainy season extends from June to November. Storms and hurricanes are of rare occurrence. The average temperature varies from 72° Fahr. to 90° Fahr., the coolest month being February, and the hottest July. The nights are always cool at elevations over 500 feet. The rainfall is between 80 and 100 inches per annum.

HISTORY. St. Lucia, formerly called St. Alousie or St. Alouziel, and, by the Caribs, Hewanorra, derives its name from the fact that it was discovered by Columbus on St. Lucy's Day in 1502. Its possession was a constant source of dispute between France and Great Britain, the former basing her claim to it on a grant by Richelieu to a French West India Company, and the latter on the grant of the Caribee Islands made by Charles I to the Earl of Carlisle. Though the Dutch are said to have visited the island and built a fort there at an earlier date, the English undoubtedly formed the first settlement in St. Lucia. The crew of the *Olive Blossom*, after visiting Barbados, called there in 1605; and in 1638 settlers from Bermuda and St. Kitts, under the command of Captain Judlee, landed in the island; but they had trouble with the natives, who killed their Governor and, smoking them out by burning red pepper, drove them from it again. In 1650 two Frenchmen, Houel and Du Parquet, bought St. Lucia with Grenada and Martinique for £1,660, and sent forty settlers to it under Rousselan, who married a Carib woman, thereby establishing friendly relations with the natives. On his death, however, they murdered three of his successors before the treaty of 1660 was signed, securing the Caribs from interference in Dominica and St. Vincent on condition that they kept the peace elsewhere.

In 1664 Lord Willoughby sent 1,000 Barbadians to the island, defraying their expenses out of the 4½ per cent. export duty which for many years was a grievance in Barbados (*see* page 74). The French were overpowered; but, owing to sickness and native wars, the colonists had by 1666 evacuated the island. A new French West India Company took over St. Lucia which in 1667 once again became a French colony. In 1718 a grant of St. Lucia was made to Marshal d'Estrées, who sent out an expedition to colonise the island; but the English remonstrated, and no







effective settlement resulted. Four years later the island was granted by George I to the Duke of Montague, who also sent out a strong body of colonists, and an ineffective effort was made by Captain Uring to effect a settlement in the teeth of a French force from Martinique. It was agreed that both nations should evacuate the island, only visiting it for the purpose of securing wood and water until some definite decision was arrived at. In 1748 the island was declared by the Treaty of Aix-la-Chapelle to be neutral. St. Lucia capitulated to the forces of Admiral Rodney and General Monckton in 1762, but it was restored to France in the following year by the Treaty of Paris. When war broke out with France in 1778, Rodney impressed upon the Government the necessity of taking St. Lucia, which he regarded as an ideal naval base, and a powerful body of troops was landed at Grand Cul-de-Sac Bay. Count d'Estaing, who opposed them with a strong force, was beaten off, and until the end of the war the island remained British, in spite of an attempt to recapture it in 1781; and it was from Gros Islet Bay, at the north-east of the island, that Rodney sailed with his fleet and inflicted a decisive defeat on Count de Grasse between Dominica and Guadeloupe on the memorable April 12th, 1782 (see page 244). St. Lucia was restored to the French by the Treaty of Versailles which followed, and under Governor Laborie its agriculture and commerce underwent rapid development.

During the French Revolution the Maroon negroes gave great trouble. The island was designated by the Convention "The Faithful," on account of the support which its inhabitants gave to the revolutionary principles; but in 1794 Admiral Jervis, afterwards Lord St. Vincent, took it, the Morne Fortuné being captured on April 4th in that year by the Duke of Kent, great-grandfather of King George V. It was, however, recovered by Victor Hugues, the French republican, and friend of Robespierre, in 1795. Abercromby and General, afterwards Sir John, Moore, the hero of Corunna, were sent out to subdue St. Lucia, and though the health of the General, who was appointed Governor, broke down, the work begun by him was successfully completed by Colonel Drummond. Once more, however, St. Lucia was restored to France, at the Peace of Amiens in 1802; but when war broke out in the following year the Morne was again stormed, St. Lucia was taken, and in 1814 it was finally ceded to Great Britain. During the Great War St. Lucia was garrisoned by a Canadian Contingent and was the base for a fleet of M.L. boats and the auxiliary yacht *Eileen* which patrolled the Caribbean from Guiana to St. Kitts.

CONSTITUTION. The Government of St. Lucia, which forms a unit of the British Windward Islands, is conducted by an Administrator (who is subordinate to the Governor of the Windward Islands), aided by an Executive Council. There is also a Legislative Council consisting of six *ex-officio* members, three nominated unofficial members, and three elected members.

ACCOMMODATION. Castries. The principal hotel is the *St. Antoine*, overlooking the harbour. Board and lodging, from 14s. 7d. (\$3.50) to £1 os. 10d. (\$5.00) per day. Equipped with modern sanitation it is by far the best in the smaller islands. **Soufrière.** Accommodation and meals can be obtained at *Queen's Hotel*. At **Choiseul, Laborie, Vieux Fort and Dennery** moderate accommodation and meals can be secured on giving timely notice.

COMMUNICATIONS. St. Lucia can be reached from England *via* Canada, or the United States, with which it has fortnightly steamer communication, or *via* Barbados, Trinidad, or Martinique (see Appendix I). It is on the main route of an air service from Miami to Paramaribo. (See Appendix II.)

The principal roads of the island are good and about 150 miles of them are suitable for motor traffic. **Motor-cars** and **ponies** can be hired at reasonable rates. Communication between Castries and Dennery, on the windward coast, and Soufrière, Choiseul, Laborie and Vieux Fort is maintained by **Motor-buses**.

The **Motor-launch Soufrière** plies between Roseau, Anse la Raye, Canaries, Soufrière, Choiseul, Laborie and Vieux Fort. Particulars of these services can be obtained at the St. Antoine Hotel.

Sailing-boats can be hired, with their crews, at reasonable rates.

SPORTS. There is a **Cricket** club which has a good ground in beautiful surroundings at Victoria Park, ten minutes' walk from Castries. There are two good **Tennis** courts at Government House, and one at the Vigie Club besides two available for visitors at the Botanical Gardens.

Some fair sea **Fishing**—including tarpon—can be obtained from boats and from rocks all round the coast; this form of sport is more pleasant in the evening or night than during the day. A little river fishing is also obtainable with a light rod, and ground-cockroaches for bait, the principal fish being small river mullet which weigh about half a pound. The **Cul-de-Sac** and **Soufrière** rivers are the most easily accessible, the fishing being somewhat better in the latter. Some pigeon and dove **Shooting** is to be had in the forests and in the Vieux Fort swamps, but for the former sport it is necessary to sleep near the feeding-grounds of the birds, which feed in the early morning and late afternoon. Permission from the riparian owners should always be obtained beforehand.

Sea-bathing may be obtained near Castries by taking a car to the famous Vigie beach, or a boat across the harbour to Vielle Ville, which is about two hundred yards from the Vigie beach.

CLUBS. The **Castries Club**, situated near the wharves, is well appointed and extends a welcome to visitors provided with proper introductions. So also do the **Union Club** and the **Vigie Club**. Visitors may also become members of the **Public Library** and reading-room, at the corner of Bourbon and Micoud Streets facing Columbus Square, for a nominal subscription.

SIGHTS. The harbour of Castries, which is almost landlocked, is one of the safest and most attractive in the West Indies. With an entrance scarcely more than a third of a mile across, it forms an admirably sheltered haven, and the visitor to it can at once appreciate why Rodney set such store by its capture before our wooden walls were replaced by steel. As you enter, Tapion rock, on which there is a battery and a light, with the romantic heights known as the Morne Fortuné¹ (800 feet) beyond are seen on the right, while on the left is the promontory called the Vigie ("Look-out") on which elaborate barracks had just been completed when the decision to withdraw the troops from the West Indies was arrived at in 1905. On a plateau, or terrace, at the west end of the Morne, 437 feet above the sea level, the Union Jack floats over Government House, the residence of the Administrator.

At the head of the harbour are the **Botanical Gardens**, which now adorn what was once a reeking swamp, and to the south of them is the Holy Trinity Church.

Castries (population 5,899), so called by Baron de Laborie, Governor in 1784, after Maréchal de Castries, the French Colonial Minister of the day, stands at the south-east corner of the harbour. During the earlier days of English occupation it was known as Carénage, and in 1794 it was called "The Faithful" by the Revolutionary party for a short time. The port enjoys the advantage over most others in the West Indies of having modern wharves, so that steamers are able to get alongside and discharge passengers and cargo without the intervention of boats. Castries is an important coaling station. As at Nagasaki in Japan, the work of coaling is carried on almost entirely by women, and it is interesting to watch them swinging up the gangway with baskets of coal on their heads while keeping up an incessant fire of chaff and enlivening themselves by singing chanties. It is doubtful whether there is any other part of the world where women carry such heavy

¹In the French islands and in those which have been French the hills are usually called "Mornes."

loads as they do at Castries, each basket holding 109 lbs. of coal.

A considerable part of Castries was destroyed by a fire which broke out at 11 P.M. on May 14th, 1927, and continued with great fury until 6 A.M. on the following morning. The new buildings erected since are a great improvement on the old.

The **Administrator's Office** is in the Government Buildings which face the Prince Alfred Basin, and the **Post Office** is at the corner of St. Louis and Mongiraud Streets near the Treasury Buildings.

Barclays Bank (Dominion, Colonial and Overseas) is at the corner of Micoud and Bridge Streets, and the **Royal Bank of Canada** at that of Victoria and Bourbon Streets opposite the offices of the Castries Town Board.

The **Cable Offices** are in Micoud Street next to Barclays Bank.

The **Roman Catholic Church** faces Columbus Square—a grass plot of over three acres in extent, surrounded by broad walks and shaded by trees, which was formerly the Place d'Armes. It is built of stone and iron in pseudo-Romanesque style from the design of Father Ignatius Scoles, a priest from Demerara, who is said to have been a pupil of Pugin. The **Carnegie Library** is also in the Square.

Holy Trinity Church stands at the north corner of the town adjoining the Botanical Gardens. It was built in 1832 and consecrated by Bishop Parry in 1834. The chancel was added in 1895. The Protestant faith was first set up in St. Lucia in 1819, and the Protestants, some four hundred in number, were taxed to provide funds for the erection of the church. From 1824 to 1870 the church was endowed by the State to the extent of £400 per annum.

A good though steep road leads out of Castries to Government House and the historic heights known as "Morne Fortune."

Government House, on a plateau to the west of the Morne, is a handsome building erected in 1895 at a cost of £8,800, from the designs of Mr. C. Messervy, the then

Colonial Engineer. The situation is now perfectly healthy ; but there was a time when yellow fever raged there, and Breen in "St. Lucia" tells how during a period of little more than four years, from November, 1829, to January, 1834, no fewer than four Governors died in the "Pavilion," as the Governor's residence on this spot was then called. He tells, too, how the parsimonious General Farquharson, Governor in 1832, dislodged the Bishop of the diocese and his suite, whom he was not disposed to entertain. "My lord," he said, "perhaps this is the first time you have visited Government House : come with me and I'll show you the apartments. I suppose your lordship has heard of the insalubrity of this place ; every room in the house has already witnessed the death of some Governor ; but none of them has had the honour of killing a Bishop : so, my lord, you have only to make your selection ; I leave to you the *embarras de choix*." It is hardly necessary to add that His Grace at once ordered his horse and left precipitately. By an irony of fate General Farquharson himself died of fever in the house in 1834.

In the grounds is a Norfolk Island pine (*Araucaria excelsa*) planted by the Prince of Wales, on September 25th, 1920, when he visited the island on his way home from Australia in H.M.S. *Renown*.

The view from the plateau, though not so extensive as that afforded by the Morne (*see below*), which shuts out the mountains to the south, is enchanting. Far below lies Castries basking in the sun. To the north of the town is the harbour, on the far side of which is the Vigie and Vielle Ville. Beyond the promontory is Choc Bay and the much indented coast-line with Pigeon Island (*see page 176*) in the distance at the entrance to Gros Islet Bay. To the eastward are the Paix Bouche ridge of mountains and the Sorcière, and to the west is Toc Bay.

The road beyond Government House takes one to the summit of the **Morne Fortuné** (10 minutes by motor-car from Castries). The expedition is well worth making, not only on account of the historic associations of the

spot, but also because of the magnificent view. In the eighteenth century the Morne was the scene of much fighting, and it was upon it that Prince Edward, Duke of Kent, and great-grandfather of King George V, hoisted the English flag on April 4th, 1794, when the island was captured from the French by Vice-Admiral Sir John Jervis and Lieutenant-General Sir Charles Grey. It was, too, from its works that the French republicans were driven by Brigadier-General John Moore, afterwards Sir John Moore, the hero of Corunna, two years later.

The Morne now looks peaceful enough ; but it presents rather a melancholy appearance. Its officers' quarters are deserted and its barracks empty. The glorious view, however, remains and well repays the ride. It is more extensive than that obtained from the terrace of Government House, including as it does the superb mountain ranges of the interior, a long stretch of the coast-line to the south, and the summits of the Pitons (*see* page 179) in the distance.

The **Vigie** (ten minutes' drive by car from Castries or five minutes' row by boat across the harbour) is scarcely less full of artistic associations than the Morne. Probably the most desperate fighting which it witnessed was in 1778, when we captured St. Lucia from France. The lines of the English, who, under General Meadows, had entrenched themselves there, were, on February 18th in that eventful year, stormed by 5,000 men under d'Estaing, Lowendahl, and de Bouille. Says Breen :

As the columns approached the position of General Meadows, they were enfiladed by the batteries on the other side of the Carénage, and suffered severely. They nevertheless rushed to the assault of the lines with impetuous bravery. The coolness and grimness of the defenders were, however, more than a match for the impetuosity of the assailants. Not a shot was fired by the British till the columns were at the foot of the entrenchments. One destructive volley was then poured in, and the French were received at the point of the bayonet. The struggle was long and terrible. At last the French were driven back with heavy slaughter : seventy of them are said to have fallen within the works at the very first onset. In spite of this fierce repulse they paused only to rally and recover breath ; and then

hurried back with undiminished fury. The second conflict was no less violent than the first: it terminated in the same manner. Though their ranks were sorely thinned by this double discomfiture, they were induced to make a third charge; but they had no longer that ardour which originally inspired them. They were speedily broken, overwhelmed, and scattered in complete and irretrievable disorder. . . . So great a slaughter has seldom taken place in so short a time.

The **Gun Pits** on either side of the harbour head may be visited. They embodied many modern improvements in this class of fortification, but are now overgrown by bush. Those on the Vigie are reached by a walk of half a mile from Vielle Ville, which is accessible by boat.

Many pleasant expeditions can now be made by motor-car, the roads of the island having been much improved in recent years. It is possible to motor from Castries to Soufrière *via* Dennery, Micoud, Vieux Fort, Laborie, and Choiseul, a distance of nearly sixty miles. The road passes through the interior of the island from the leeward to windward coast rising from sea-level to a height of 1,700 feet between Castries and Dennery. The road from Castries to Gros Islet (7 miles; *see* next page), is almost level, and is suitable for motor-cars.

Visitors interested in agriculture should inspect the **Agricultural Station** at Union Estate (4 miles from Castries by a good road), where economic plants are raised and distributed at a nominal cost.

The **Cul-de-Sac Valley**, with its central sugar factory, is about 20 minutes' drive by motor-car. The route lies past the historic Morne Fortuné (*see* page 173). It was in Grand Cul-de-Sac Bay that Brigadier-Generals Meadows and Prescott landed on December 13th, 1778, with 5,000 men from twelve transports, and it was here that a desperate encounter took place a few days later between the English and French fleets under Admiral Sir Samuel Barrington and Count d'Estaing, which resulted in d'Estaing being driven back in confusion.

The Cul-de-Sac sugar factory, about a mile from the carriage road, is best worth a visit in the three months from January to April, when sugar and rum are being made. The valley is now accessible by motor-cars, and

it communicates with the Goldsworthy Road, which leads across the central ridge to **Dennergy**, called after Count d'Ennery, Governor in 1768, and formerly known as l'Anse Canot, in the fertile Mabouya Valley, and the eastern side of the island.

The **Goldsworthy Road** which crosses the main ridge or Bar-de-l'Isle is a fine piece of engineering. The Castries end of it begins at Trois Pitons, where it descends into the Cul-de-Sac Valley. It then follows the valley and crosses the main ridge near Piton Lacombe and descends into the Mabouya Valley, near the Pilet district. The distance from Castries to Dennergy is sixteen miles, and the drive takes about an hour. A shorter riding route, which effects a saving of four miles, is by the **Barabara**, an extremely steep descent by zigzags between the main ridge and Mabouya Valley, which can be ridden in three hours. The fertile **Roseau Valley** and sugar factory are about three miles farther than the Cul-de-Sac factory, or seven miles from Castries ($\frac{1}{2}$ hour by motor-car).

Perhaps the prettiest ride near Castries is to **Piton Flor**, about five miles from the town along a steep road (1 to $1\frac{1}{2}$ hours either way). The scenery is magnificent. This road also leads to Dennergy. With a good pony it is possible to cross the main ridge by the Piton Flor Road, and return by the Goldsworthy Road and Cul-de-Sac Valley (5 to 6 hours for the round trip); but the ride is a trying one of more than 20 miles, and there are no refreshment houses on the way! A less fatiguing outing through less striking but nevertheless charming scenery, is the run by motor-car past the race-course to the little fishing-village of **Gros Islet**, at the north of St. Lucia (about one hour there and back). It was here that d'Estaing anchored and landed his forces in 1778, after his defeat at Grand Cul-de-Sac.

The historic **Pigeon Island** is reached by boat from Gros Islet. About one and a half miles in length and three-quarters of a mile in breadth, it consists of two hills, on the smaller of which is Fort Rodney. From the parapets of this fort, Rodney watched the move-



ST. LUCIA

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N.B. The figures of 3 lines will point out 3 principal directions of 3 guns on 3 different Batteries erected by 3 French show 3 weight of metal each gun carried at 3 line 3/4 of land was taken

THE OPERATIONS IN ST. LUCIA IN 1778-79
 From a plan drawn by Lieut.-Colonel Wellesley Torrens in 1848

- Ships of Line
 Comanders
 Count D'Estang
 (De Boulayouville)
 De Bruguin
 De Bruver
 De Nivieux
 De Barrar
 Dapheon
 De Bouganville
 De Marier
 De Chabert
 Le Ch' de Sueden
 De Champougeat
 Dalbert Derion

N^o 8 Old Redoubt near which Capt Downing was posted N^o 9. Post of Cap^t John West 4th or King's own Grenadiers N^o 10 Trace of Line supposed to have been thrown up by 3 English after 3 repulse of 3 French but not in 3 old plan

- British Troops
 1st Brigade 2nd Brigade
 Brig^{ad} General Prescott B^{rig} Gen^l Sir Henry Coley
 4th Reg^t L^{ieut} Col Ogilvie 27th Reg^t L^{ieut} Col Mitchell
 15th L^{ieut} Col Stuyford 35th Reg^t L^{ieut} Col Cockburne
 28th " " 40th L^{ieut} Col Musgrave Q^{ueen} M^{ajors}
 46th L^{ieut} Col Markham 45th Major Brown
 55th L^{ieut} Col yles
 Reserue
 Brig^{ad} Gen^l Meadows
 The Grenadiers of the Army com^d by Major Harris
 and 3
 Light Infantry com^d by Sir Jas Murray with 3 5th Reg^t

- References to buildings on M^{ont} Fortuni
 1 Governor's house 2 Barracks 3 Mag^{az}
 of provisions 4 Closter 5 Hospital
 6 Powder Magazine
 Homes of 3 people whose houses are
 marked on 3 Plan

- M^{ont} Le Te M^{ont} d'Escorrier M^{ont} Clois
 Count Leslie D^u la Nasse M^{ont} Viard
 D^u Ferrand M^{ont} La Batle M^{ont} de
 Janna M^{ont} Jami Curles M^{ont} Coole
 Le Ch^{ateau} Du Brasoy

French Troops encamped after 3 attack on 3 Vigie are marked
 A 3 colored blue

French works thrown up to secure their retreat after 3 attack
 B. A Mortar Battery C. A 7 Gun B^{attery} D. A 3 gun B^{attery} to defend 3 road leading to
 Vigie. E.E. French Line F.F. Traverses thrown across 3 road leading to
 Choc Bay when they embarked.

ments of the French fleet off Martinique, prior to the great battle of April 12th. 1782, in which he achieved his decisive victory over de Grasse (*see* page 244).

When time allows, a trip to **Soufrière** by the coasting motor-launch is well worth taking, the scenery being exquisite, and the sight of the sulphur springs, with their hissing and boiling cauldrons of black water, surrounded by a dangerous zone of heated ground on which sulphur and alum are being constantly deposited, is a unique experience for many travellers. At present it involves spending at least one night at Soufrière, as the launch does not return on the same day. Some of the cacao estates at Soufrière are also interesting, and nutmegs, cloves, cinnamon, vanilla, oranges, coffee, and rubber may also be seen in cultivation there. The **Ventine Sulphur Springs** in secluded and picturesque surroundings (10 minutes by motor-car from Soufrière) are resorted to by invalids suffering from rheumatism and kindred ills, who derive great benefit from the sulphur baths. The boiling springs well deserve inspection. The hot springs and mineral waters of Ventine were celebrated in former days for their medicinal properties, which resemble those of Aix-les-Bains. Baron de Laborie, the French Governor, had them analysed in 1784, and so favourable was the report upon them that Louis XVI granted a substantial sum of money for the construction of baths and the requisite buildings "for the use of his Majesty's troops in the Windward Islands." In the subsequent wars, however, the thermal establishment was destroyed. An attempt was made by Governor Sir Dudley Hill to restore the baths in 1836; but it failed as he was unable successfully to establish a claim to the land. From Soufrière, the motor-launch proceeds to **Choiseul** (formerly l'Anse Citron, but since 1763 called after the famous French Minister, the Duc de Choiseul, through whose efforts the island was secured to France). **Laborie** (population 1,500), the next port of call, is a charmingly picturesque village, which owes its name to Baron de Laborie, the popular Governor in 1784.

At **Vieux Fort**, where the first sugar works were established in the island in 1765, there is another central sugar factory, and the extension of the trip to this place gives the visitor an opportunity of passing round the base of the two conical mountains known as the **Pitons**, or the Peaks, which form prominent landmarks on the leeward coast.

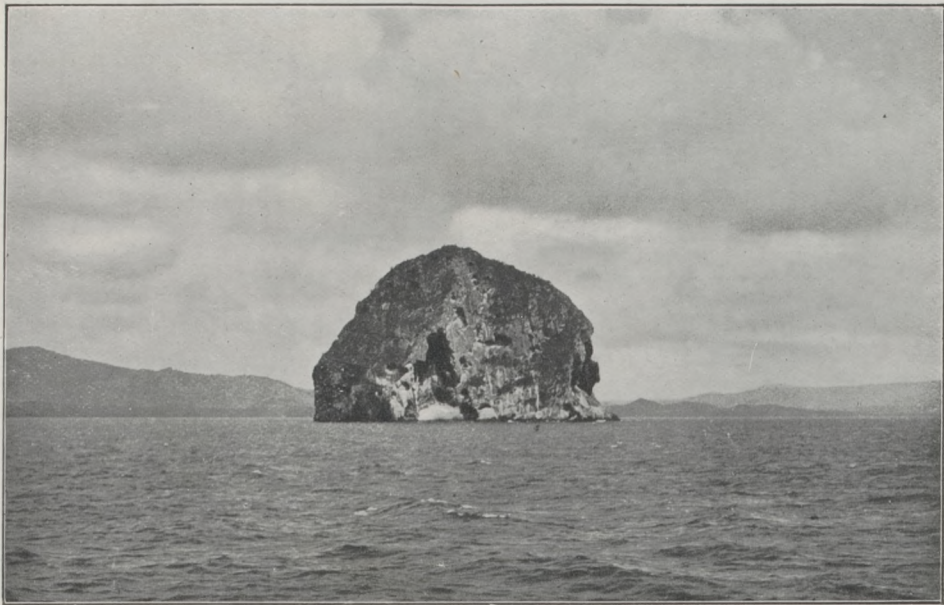
Some writers have stated that the Gros Piton resembles the main peak of the Canigou, near Arles in the Pyrenees; but unlike the St. Lucia peaks, that mountain is quite destitute of verdure and rises to a far greater height. The Gros Piton is certainly not unlike the Pic du Midi. It is said to be 2,619 feet high, and the Petit Piton 2,461 feet. The Gros Piton is comparatively easy to climb, but until 1878, the smaller Piton was unconquered by man. In that year a M. Lompré succeeded in ascending it, and it was ascended again in 1885 by Mr. Charles de Brettes, who two years later conducted the then Chief Justice, Dr. John W. Carrington, and a party to the summit. The start was made from the western extremity, which was reached by clambering over the rocks. The party began the ascent at 6.22 A.M. and at 7.15 reached the Grande Ravine, a deep gorge running into the mountain. Thence the line of ascent lay more along the side of the mountain, and they worked their way gradually round to the shoulder which stands out clearly on the north-western face. A deep ravine having been crossed, the projecting point of the shoulder was reached at 8.40 A.M. (1,640 feet), and a splendid view of Soufrière obtained. Shortly after traversing the shoulder, which runs nearly level for 200 or 300 feet, a perpendicular rock 20 feet high had to be scaled, and for some distance there was a stiff bit of climbing to be done. All obstacles were, however, surmounted, and at 11.40 A.M. the Union Jack floated on the summit, which was found to be a small oval plateau, 70 feet long by 40 wide. The return journey was begun an hour later, and the rocks again reached by 6.45 P.M.

There is a local tradition to the effect that many years ago some English sailors tried to climb the highest

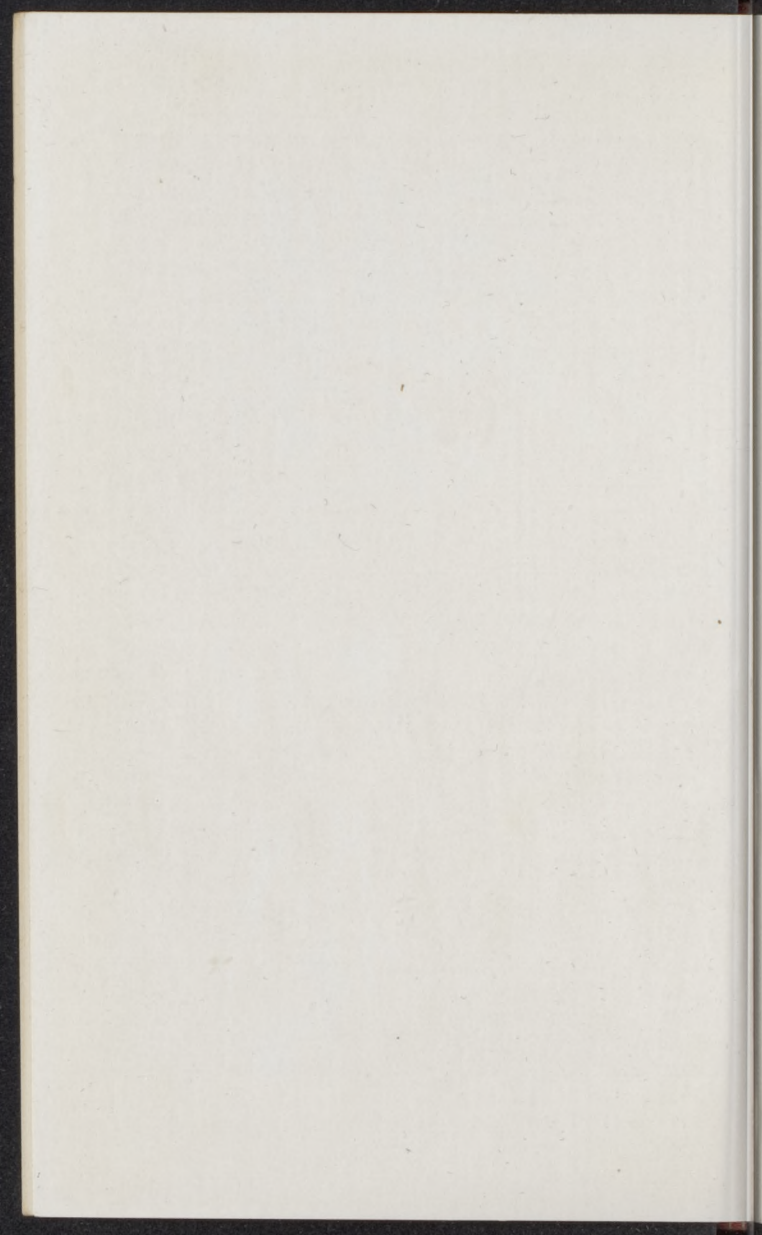
Piton. They were watched from below through a telescope, until one by one they disappeared. Half-way up one fell, a little higher another, and then a third. It was supposed that they fell victims to the deadly Fer-de-lance snake, which once infested St. Lucia.

At Vieux Fort a motor-car can be hired for the drive to **Micoud** by the high road, which runs in an easterly direction. The drive has now been rendered easy by the bridging of the rivers, the last bridge to be erected being one over the Troumassée River at the entrance to the village. Micoud, which is delightfully situated facing the Atlantic, owes its name to Baron de Micoud, Lieutenant-Governor on several occasions between 1769 and 1776. It is said that the first Masonic Lodge in the West Indies was established in this town.

Between St. Lucia and Martinique an immense isolated rock rises sheer out of the water off the south coast of the latter island. No Englishman can gaze upon it without pride, for it is the historic **Diamond Rock** which, during the war with France in 1804, was garrisoned by the crew of a British cruiser, who, by means of ropes, hauled their guns to its summit and defied their adversaries. Hood, seeing that the French ships escaped him by running between this rock and the Pointe du Diamant, laid his seventy-four, the *Centaur*, close alongside the Diamond, made a hawser fast to the ship and to the top of the rock, which is accessible on the leeward side, and slung with a traveller three long 24's and two 18's to the summit, the sailors looking "like mice hauling a little sausage. Scarcely could we hear the Governor on the top directing them with his trumpet; the *Centaur* lying close under, like a coco-nut shell to which hawsers are affixed." Here Lieutenant J. W. Maurice with 120 men and boys, and ammunition, provisions, and water, remained for seventeen months. From this commanding position they harassed the French fleet until June 2nd, 1805, when, through want of powder, they were compelled to surrender to a French squadron of two seventy-fours, a frigate, a corvette, a schooner,



THE HISTORIC "H.M.S." DIAMOND ROCK



and eleven gunboats, upon which they inflicted severe loss, wounding seventy men and destroying three gunboats, while they themselves lost only two men killed and one wounded.¹

St. Lucia is an island of promise. It suffered a severe blow through the withdrawal of the garrison in 1905, and for years it depended too much on its coaling industry; but greater attention is now being devoted to agriculture, which is slowly making headway and prosperity is returning.

ST. VINCENT

"Pax et justitia."

The Colony's Motto.

ST. VINCENT, which lies in latitude $13^{\circ} 10'$ N. and longitude $60^{\circ} 57'$ W., 30 miles to the south-west of St. Lucia, and 97 miles west of Barbados, is 18 miles in length and 11 in width at its broadest part, and has an area of 133 square miles, being, like Grenada, about half the size of Middlesex. Its population is 51,426, while those of the Grenadines, which are its dependencies, have 4,115 inhabitants. The entire island is of volcanic origin, and, like St. Lucia and Grenada, it has a backbone of thickly wooded mountains running from north to south. At the northern end of the range is the Soufrière, a volcano 4,048 feet high, the eruption of which in May, 1902, devastated nearly one-third of the island and caused a terrible loss of life, no fewer than 2,000 persons being killed. The southernmost point is Mount St. Andrew, 2,600 feet high, which dominates the Kingstown valley. Spurs branch off from this range on each side, breaking the island up into a series of valleys. On the north-east side there is a more level tract of land called the Carib country, which formed part of the lands reserved to the Caribs by the treaty of 1773. This was formerly the most fertile sugar-producing district in

¹An account of the gallant defence of the Diamond Rock is given in "West Indian Tales of Old." London: Duckworth and Co.

St. Vincent, but all cultivation on it was destroyed by the volcanic eruption. The freshwater "Carib" canal was filled up with ash; but it was restored and agricultural operations were resumed.

The streams in the island are numerous though small, the principal being the Union or Argyle River on the windward side, and the Warrawarou at the south. On the eastern side of the island is the Rabacca or dry river, which, except in flood time, is of very small volume, having been choked by the earlier volcanic eruption of 1812. The island is divided into five parishes: St. George, Charlotte, St. Andrew, St. David, and St. Patrick.

Kingstown (population 3,900), the capital of the island, stands in Charlotte Parish at the head of Kingstown Bay, an indentation about three-quarters of a mile deep on the south-west coast. It was once protected by a formidable battery on the South or Cane Garden Point, and by the imposing Fort Charlotte on the north-west.

Most of the Grenadines, an archipelago of great charm lying between St. Vincent and Grenada, are dependancies of St. Vincent, the largest falling under this category being Bequia, nine miles from Kingstown (4,422 acres), Mustique, 18 miles from Kingstown (1,257 acres), with Balliceaux—a corruption of "belles oiseaux"—and Battowia near by; Canouan, 25 miles from Kingstown (1,694 acres); Mayreau, 37 miles from St. Vincent (600 acres), and Union Island, 40 miles from Kingstown (2,600 acres). It was to Balliceaux that the Caribs were removed prior to their deportation to Ruatan (*see* page 184).

INDUSTRIES. For many years St. Vincent was one of the least prosperous of the British West Indian colonies, owing to the lack of an industry to take the place of sugar cultivation, which was ruined by the foreign sugar bounties. Now it is one of the most prosperous. Arrowroot is the staple of the island, and this industry is supplemented by the cultivation of Sea Island cotton, of which St. Vincent produces the finest in the world. Sugar, rum, molasses, cacao and spices are also produced on a small scale.

CLIMATE. The climate of St. Vincent is healthy and particularly enjoyable in the winter months. The wet season lasts from August to November, when the weather is hot and damp, though not necessarily unhealthy. The average rainfall amounts to 100 inches. The temperature varies from 60° Fahr. to 88° Fahr., the nights being always cool. The island is occasionally visited by hurricanes, but warning of their probable approach is always given.

HISTORY. St. Vincent was discovered by Columbus in 1498, on January 22nd, on St. Vincent's Day in the Spanish Calendar, and to this it owes its name. At the time of its discovery it was inhabited by the warlike Caribs, in whose hands it remained until 1627, when a grant of the island was made by Charles I to the Earl of Carlisle. In 1600 St. Vincent was declared neutral, but eight years later Lord Willoughby arranged a treaty by which the Caribs acknowledged themselves to be subjects of the King of England. No definite colonisation was, however, effected, and St. Vincent subsequently became a place of refuge for Caribs from the neighbouring islands. At the end of the seventeenth century there were two distinct races of these Indians in the island, the yellow and the black Caribs, the former being of the original stock and the latter largely of West African origin, the descendants of shipwrecked slaves who fled to the forests and married Caribs. The black Caribs became eventually the predominant race.

In 1722 St. Vincent was granted by George I to the Duke of Montague, who sent out a strong body of colonists, but the French demanded that the island should remain neutral, and their protests were recognised by the Treaty of Aix-la-Chapelle in 1748. St. Vincent was captured by Monckton in 1762, and British colonisation proceeded, the General obtaining a grant of 4,000 acres in Charlotte Parish, which he subsequently sold for £30,000. The division of lands gave rise to many disputes, and the Caribs refused allegiance to the King. Consequently, troops were introduced from North America, and after some desultory fighting a treaty was concluded through the exertions of Major-General Dalrymple in 1773, by which the Caribs acknowledged the supremacy of the British, and were granted in return the large tract of land referred to above in the north of the island. It extended, according to the terms of the treaty, from the River Byera to Point Espagnole on the one side, and from the River Auilabou (Wallibou) to Espagnole on the other side.

In 1779, during the course of the war between France and England which had begun in the preceding year, St. Vincent was surrendered to the French, but it was restored to Great Britain in 1783 by the Treaty of Versailles. During the French Revolution in 1795 the island was overrun by the Caribs under Chatoyer and Duvallé, who were assisted by the French in what was called the Brigands' War. They burnt the cane-fields,

plundered the houses, and murdered many of the colonists, who were confined to Kingstown. This state of affairs continued until June, 1796, when Sir Ralph Abercromby suppressed the rising, and the bulk of the Caribs were deported to the island of Ruatan, in the bay of Honduras. Their lands were revested in the Crown by an Act of 1804, two years before which occupancies during his Majesty's pleasure of 5,262 acres had been granted to different persons actually engaged in the war as a reward for their services.

CONSTITUTION. St. Vincent, one of the group of Crown Colonies known as the Windward Islands, has an Executive Council and a Legislative Council. The latter consists of official and unofficial members, of whom three are elected by the people. In the absence of the Governor of the Windward Islands, the Administrator presides over the two Councils.

ACCOMMODATION. Kingstown. *Davis's Hotel, Linley Hotel* and *Pembroke Hotel*. Board and lodging from 8s. 4d. (\$2.00) per day. *Miss E. A. Thomson's* boarding-house. Charges about the same. On the beach at Villa, opposite Young's Island (*see* page 190), are three small furnished bungalows called Palm Beach Bungalows which can be rented at £8 6s. 8d. (\$40.00) per month. Application for them should be made to Messrs. John H. Hazell & Co. in Kingstown.

COMMUNICATIONS. St. Vincent can be reached from England *via* Barbados or Trinidad, or *via* Canada (*see* Appendix I). The boat fare from the steamer to shore, and *vice versa*, is 1s. (24c.) each way. Baggage, 6d. (12c.) per package. **Motor-cars** can be obtained at several garages. Charges, about 1s. (24c.) per mile. **Rowing-boats** for visits to the leeward parts of the island, or for sea-fishing excursions, can always be obtained at reasonable rates at the landing-stage, and the Government motor-launch makes daily trips to leeward points, leaving Kingstown at 3 P.M. and returning at 10 A.M. next morning.

SPORTS. **Cricket** is played in the Victoria Park, and a game can generally be enjoyed by visitors. There is a **Lawn tennis** club with courts in the Government Office grounds, to which visitors are admitted. Sea **Bathing** can be indulged in at several spots, notably off the Villa estate, about two miles from Kingstown. Good deep-sea **Fishing** is obtainable off Kingstown and other places near by, and suitable tackle can be hired.

CLUBS. The **Kingstown Club**, founded in 1891, with premises in James and Middle Streets, welcomes visitors who are introduced by members. The **St. Vincent Social Club** for bridge, lawn tennis and dancing has premises at French's, just outside Kingstown.

SIGHTS. **Kingstown**, which nestles at the foot of the mountains at the head of a magnificent bay on the south-west of St. Vincent, is one of the most picturesque

spots in the West Indies. Froude likened it to a Norwegian town, with its houses along the shore painted in the same tints of blue or yellow or pink as those in Norway, with the same red-tiled roofs, the trees coming down the hill-sides to the water's edge, villas of modest pretensions shining through the foliage, with the patches of cane-fields, the equivalent in the landscape of the brilliant Norwegian grass.

In the Market Square in the centre of the town and near the pier stands the **War Memorial** to those from St. Vincent who served and died in the Great War. It consists of a handsome obelisk of Cornish granite surmounted by the bronze figure of a soldier looking seawards. Funds for its erection were provided by a vote of the Legislature and public subscriptions, and it was unveiled on Armistice Day, 1925.

The **Market** is particularly interesting in the early hours of the morning.

The **Government Offices**, the **Post Office** (Egmont Street), and **Barclays Bank** (Halifax Street) are within a stone's throw of each other near the centre of the town, and **Government House** (built in 1886), the residence of the Administrator, is at the back above the Botanic Garden, on the left-hand side looking from the Bay. It is a tradition—and probably nothing more—that the mango tree in Government Office yard is one of the original trees brought to St. Vincent by Captain Bligh in 1793 (*see* page 187). The Kingstown **Free Library** in Halifax Street has an interesting collection of Carib stones, the implements and weapons used by the early inhabitants. The building was the gift of Mr. Andrew Carnegie, and was opened in 1909. Those interested in the **Carib relics** should inspect the Carib Altars, of which there are six or more in the island, including those on Villa Estate, and at Barouallie, Layou, Iambou, and Petit Bordel.

St. George's, the Cathedral Church of St. George's and St. Andrew's, and until 1881 the Parish Church of those two parishes, which are divided in Kingstown by the North River, is reached by a walk of almond trees

(*terminalia catalpa*), many of which are eighty years old. It has three fine lancet windows in the chancel presented by the widow of Lieutenant-Governor Dundas, who died in 1880, which are supposed to have been the work of Kempe. The remains of the Governor lie under the chancel floor.

The Bronze Chandelier hanging in the nave is said to have been presented by King George III. There are some interesting tablets on the walls, among the more notable being one erected by the inhabitants to the memory of Sir Charles Brisbane, K.B., Rear-Admiral of the Red (b. 1772, d. 1829) :

HAVING EARLY ENTERED INTO THE ROYAL NAVY,
HE DISTINGUISHED HIMSELF IN VARIOUS ACTIONS,
AND IN THE YEAR 1807 ACHIEVED THE MEMORABLE CAPTURE
OF THE ISLAND OF CURACOA :

AS A REWARD FOR THIS DISTINGUISHED CONDUCT,
HE WAS APPOINTED GOVERNOR OF THIS COLONY,
WHICH HE RETAINED FOR A PERIOD OF TWENTY YEARS.

Other tablets perpetuate the memory of Major Champion, of the 21st Royal Scots Fusiliers, who was assassinated at Fort Charlotte in 1824; and Alexander Leith, who killed the Carib Chief on Dorsetshire Hill in 1795 during the Brigands' War. In the cemetery surrounding the Cathedral is a monument to the memory of his late Excellency, William Leyborne Leyborne, "Captain-General, Governor and Commander-in-Chief of H.M. Southern Caribbean Islands, Chancellor and Vice-Admiral of the same," who died April 16th, 1775, aged thirty-one. Several monuments are erected to men of the 70th, now the 2nd East Surrey Regiment, who died of yellow fever at Fort Charlotte. The Cathedral, which is open from 6 A.M. to 6 P.M., was rebuilt in 1820, at a cost of £47,000, towards which £5,000 was contributed by the Government out of the proceeds of the sale of the Carib lands.

The **Thompson Home**, a few minutes' walk from the landing-stage, was established by Lady Thompson, the wife of the then Administrator, after a hurricane in 1898, for the relief of destitute ladies.

The well-kept **Botanic Garden** is prettily situated in a small valley just below Government House and adjoining Montrose Estate. It is less than a mile distant from the landing-stage, and is approached by a good driving road, which passes the **Colonial Hospital**, a well-appointed building with three blocks, and, higher up, arrowroot and Sea Island cotton plantations. An **Arrowroot Mill** can be inspected. Here the roots of the plant known to scientists as *Maranta arundinacea* are reduced to a fine pulp, which is washed—an essential being the use of extremely pure water—and then strained. The water with the arrowroot in suspension is then allowed to flow slowly along flat and shallow troughs, and the starch, as it is now called, settles at the bottom. At the close of the day's work the arrowroot is dug out and dried. It is then packed in barrels for export.

The **Botanic Garden** was established in 1763, when it was, curiously enough, under the control of the Secretary for War, and is the oldest institution of its kind in the New World. It was in order to supply it with specimens of the bread-fruit tree (*Artocarpus incisa*) that Captain William Bligh made his memorable voyage in H.M.S. *Bounty* to the South Seas in 1787, which ended so disastrously. His crew mutinied and setting him adrift proceeded to Pitcairn Island, where their descendants remain to this day. "Bread-fruit" Bligh, as he was afterwards called, with eighteen officers and men who were loyal to him, eventually reached Timor, 4,000 miles away to westward, in an open boat without the loss of a single life. Owing largely to the exertions of Sir Joseph Banks, the President of the Royal Society, and The West Indian Committee, which offered a substantial reward, a second ship, the *Providence*, was fitted out, and in January, 1793, Captain Bligh, accompanied by Captain Nathaniel Portlock, of H.M. brig *Assistant*, reached St. Vincent, and landed a large portion of his valuable cargo from Otaheite, including 530 choice and curious plants of various kinds in a flourishing condition at Kingstown. The mango and cinnamon were forwarded to the garden from Jamaica,

into which island they were introduced by Rodney in 1782, the clove was brought from Martinique in 1787, and the nutmeg trees from Cayenne in 1809. Few economic plants in the West Indies are indigenous.

In 1820 the Government decided to give up the Garden, and it was accordingly transferred to the local Government in 1822. Many of the old and rarer trees were destroyed by a hurricane on August 6th, 1886, and another severe hurricane did serious damage in 1898, but the garden was restored and it is now exceedingly attractive.

The garden contains a large collection of economic plants besides those of an ornamental nature. Among the trees and plants to be noticed are: Arrowroot (*Maranta arundinacea*), banana (*Musa sapientum*), cannon-ball (*Couroupita guianensis*), cinnamon (*Cinnamomum zeylanicum*), cacao (*Theobroma cacao*), clove (*Eugenia caryophyllata*), black pepper (*Piper nigrum*), bread-fruit (*Artocarpus incisa*), india-rubber (*Hevea brasiliensis*, *Ceara*, *Castilloa*, etc.), mango (*Mangifera indica*), mahogany (*Swietenia Mahagoni*), nutmeg (*Myristica fragrans*), pine-apple (*Ananas sativus*), take (*Tectona grandis*), Talipot palm (*Corypha umbraculifera*)—which flowers when 40 years old and then dies—Traveller's Tree (*Ravenala madagascariensis*), and vanilla (*Vanilla planifolia*). One old tree, *Spachea perforata*, is the only specimen of its kind at present known to botanists. The memorial temple and the fountain overlooking the lily pond, which is well stocked with water-lilies, including the *Victoria Regia*, was erected in 1915 in memory of the Hon. J. G. W. Hazell, member of the Executive and Legislative Councils, "who ever took an active interest in the social and public affairs of the Colony and in these gardens, 1848-1915," by "Members of the Kingstown Club and a number of his friends." The pond is inhabited by the tiny "Millions" fishes (*Girardinus pæciloides*), a natural enemy of mosquito larvæ, on which they feed voraciously. A mahogany tree planted by Her Highness Princess Marie Louise, who visited the island in 1913 as guest of the Hon.

Gideon Murray, now Viscount Elibank, the then Administrator, is also pointed out.

Victoria Park is an extensive open space, surrounded by private residences at the west end of the town, devoted to cricket, football, and athletic sports.

The Government Central **Cotton Ginnery** is within five minutes' walk of the landing-stage. It is capable of ginning and baling upwards of 4,000 lb. of cotton lint per working day of nine hours. The rate charged to planters for ginning and baling is 1*d.* (2*c.*) per lb. Quantities of seed cotton are also purchased on a profit-sharing basis from the peasantry. On application to the manager visitors can obtain permission to see over the building. Work is usually in progress from December to May. St. Vincent Sea Island cotton is the finest in the world, and has realised as much as 7*s.* 6*d.* (\$1.80) per lb. of lint. This ginnery deals with nearly two-thirds of the island's crop. Adjoining is the **Grammar School** in the grounds of the Agricultural Experiment Station, with extensive and well laid-out grounds and experimental plots. There is also a small Stock Farm attached to it, where pedigree animals are kept. At this station pupils of the Grammar School and special agricultural pupils receive instruction in practical agriculture and applied sciences. Visitors can inspect it on application to the headmaster and the Assistant Agricultural Superintendent.

An extensive view of a large part of the island, with its picturesque mountains and valleys covered with rich tropical vegetation, can be obtained from **Mount St. Andrew** (2,600 feet), which dominates Kingstown, and is the final elevation of the backbone of mountains traversing the island from north to south. An early start should be made, and the best plan for visitors to adopt is to obtain horses and ride as far as a place called **Cavalries** (about 1,000 feet), proceeding thence on foot. Guides can be readily hired for a small fee either in Kingstown or Lowman's village (2 miles), which is passed on the way; the time usually taken to reach the summit is two hours. In the neighbourhood of Cavalries the unique Soufrière

fern, which resembles the British stag-horn moss (*Lycopodium clavatum*) is found.

At **Edinboro Bay** (half a mile from Kingstown) the remains of some old barracks are to be seen ; from there to **Low Point** is a charming lane known as the **Lovers' Walk**, which extends to a distance of half a mile. At the extremity of the Point are the ruins of the old military hospital.

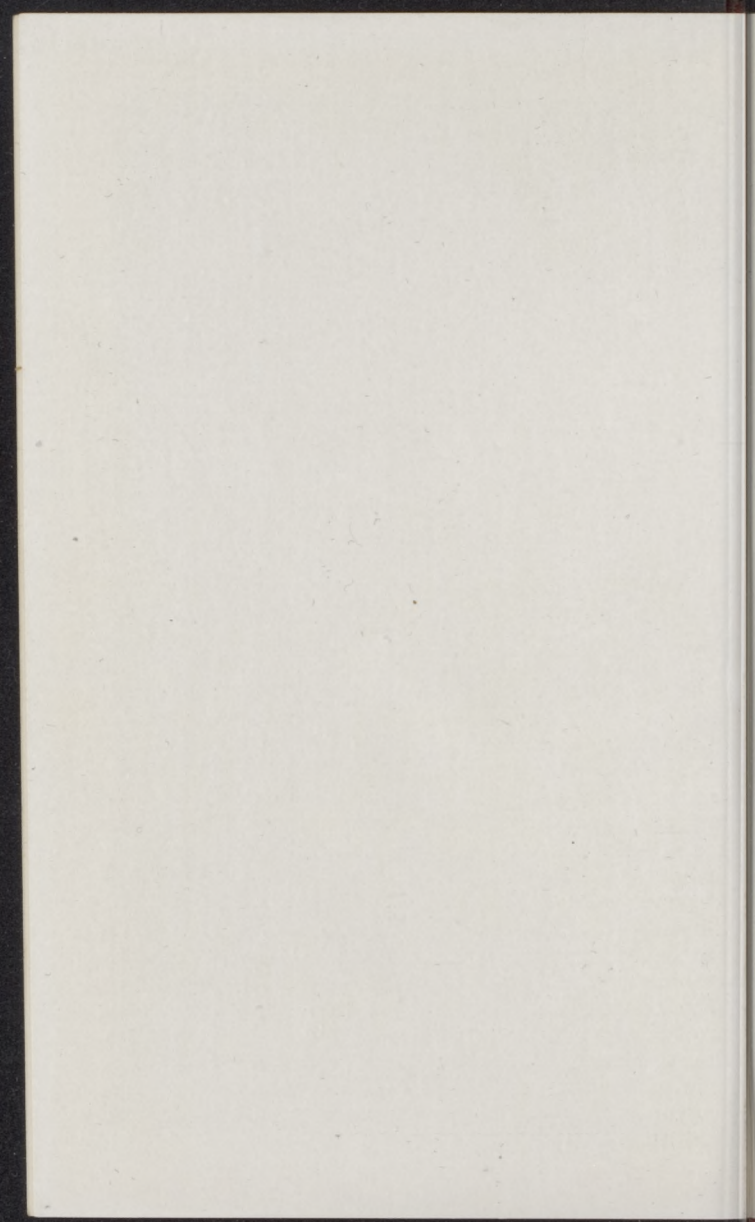
Calliaqua, four miles from Kingstown on the windward side, has a population of 800. Almost 200 yards from the mainland to the south-west of it is **Young's Island**, now used as a quarantine station. It is reached by boat in one hour, or by road ($2\frac{1}{2}$ miles), and then by ferry across the narrow strait which divides it from the mainland. The island was once the property of Sir William Young, Governor of the Colony, who acquired it from the Carib Chief. Returning from England, Sir William Young was welcomed by the Chief, who was loud in his praise of a black charger which the Governor had brought out with him. Thereupon Sir William, with gallantry, said : " It is yours ! " and the Chief taking him at his word mounted the charger and rode off. On another occasion Sir William was standing with the same Carib Chief on the gallery of Government House, which was then near Calliaqua, and expressed his admiration of the small island off the shore. The Carib Chief, to whom it then belonged, at once said, " Do you like it ? It is yours ! " and Sir William Young, remembering his charger, had no compunction in accepting the gift.

Fort Duvernette, on a great mass of rock rising 260 feet from the sea, about fifty yards from Young's Island, is a conspicuous object. The old guns, dating from the days of George II and III, are still in their places, and on the summit are the remains of the old barracks, tank, and magazine, which are reached by steps partly cut in the rock and partly made of masonry.

Fort Charlotte (600 feet), upon Berkshire Hill, on the west side of Kingstown Bay is about $1\frac{1}{2}$ miles from the capital. The road is steep but the first part of it is



FORT DUVERNETTE AND YOUNG'S ISLAND OFF ST. VINCENT
From a water-colour by Sir William Young, 1792.



quite good for motoring. Nervous visitors would, however, do well to walk the last 300 yards or so. An object of interest by the wayside is the boundary stone between Ottley Hall Estate and the Ordnance Lands, which is inscribed to the memory of our soldiers who fell in the "Brigands' War" of 1795-96 (*see* page 183). The inscription runs :

To
THE MEMORY OF
MANY BRAVE
SOLDIERS
PARTICULARLY OF THE
46TH & 69TH REG. AND OF THE ISLAND MILITIA AND
RANGERS WHO FELL IN DEFENDING THIS COLONY IN THE
YEARS 1795 & 1796
THIS PILLAR
IS ERECTED ON THE BOUNDARY OF OTTLEY HALL ESTATE
AND THE GARRISON OF FORT CHARLOTTE
BY W. L. UEBUURY (*sic*)
B.O.

The 46th is now the 2nd Duke of Cornwall's Light Infantry, and the 69th the 2nd Welch Regiment.

The fort was formerly the chief defence of the island. It contained barracks for six hundred men, and had thirty-four pieces of artillery and several outworks. In 1854 the garrison was withdrawn, though one company of the 16th Bedfordshire Regiment returned in 1867 and remained for six years. Some of the old military buildings are now used to house the colony's paupers. The fort is approached by a narrow archway which gives access to a spacious parade ground. On the right, an incline leads to the ramparts, which mounted eleven 32-pounders and two 10-in. mortars. At the rear of the parade are two powder magazines and a guard-house. Farther still, and a little lower down, are the barracks, cook-house, etc., and the large tanks which hold a supply of 50,000 gallons of water. At the extremity of the promontory there is a small bomb-proof building and a reserve tank to hold 10,500 gallons of water. A splendid view of Kingstown, the southern part of the island, and several of the islets in the Grenadines, can be obtained from the citadel.

Another popular ride or walk is to **Dorsetshire Hill** (2 miles), on which there used to be barracks for the troops, to the north-east of Kingstown, and to the head of the Kingstown water works below Mount St. Andrew, whence the view is superb. The route lies along the lane running past the west end of the cathedral. The reservoir, 1,500 feet above Kingstown, is supplied from Mount St. Andrew, and has a capacity of 600,000 gallons of water.

Dorsetshire Hill was the scene of much fighting during the wars with the French and the Caribs. The fortifications, which consisted only of earthworks, have long since disappeared. To the north on Miller's Ridge guns still lie about on the ground.

A school on Dorsetshire Hill replaces one destroyed by a hurricane some years ago.

At **Low Point**, about 400 feet below the fort and to seaward of the citadel, stands the military hospital, now used for patients suffering from yaws (*Frambæsia*).

A ride to a high ridge called "**Vigie**," or "Look-out," about six miles in a north-easterly direction, is worth taking. This place was once a fortified post, and it is of interest as having been the scene of several sharp engagements between the English and French, with their Carib allies, in the war of 1795-96. The different ridges are concentrated into one elevation with three conical hills where the Caribs fixed their camp, which they protected with sugar hogsheads filled with earth. A good idea is obtained during the ride of the southern part of the island from this point, and of the different crops which it produces, such as arrowroot, cotton, and sugar-cane. The expedition takes about $1\frac{1}{2}$ hours each way.

The **Soufrière**. If time permits, an expedition should be made to the Soufrière, the volcano (4,048 feet high) situated at the northern end of the island which suddenly burst into violent eruption on May 7th, 1902, a day in advance of Mont Pelé in Martinique, after being quiescent since 1812, and continued in a state of activity until March, 1903. The following account of the eruption, which resulted in the loss of 2,000 lives, was given

by the Rev. J. Darrell, of Kingstown, who was an eye-witness of this appalling event :

At 7 A.M. on Wednesday, the 7th instant, there was another sudden and violent escape of pent-up steam, which continued ascending till 10 A.M., when other material began to be ejected. It would seem that this was the time when the enormous mass of water in the lake of the old crater was emitted in gaseous condition. . . . The mountain heaved and laboured to rid itself of the burning mass of lava heaving and tossing below. By 12.30 P.M. it was evident that it had begun to disengage itself of its burden by the appearance as of fire flashing now and then around the edge of the crater. There was, however, no visible ascension of flame. These flame-like appearances were, I think, occasioned by the molten lava rising to the neck of the volcano. Being quite luminous, the light emitted was reflected from the banks of steam above, giving them the appearance of flames.

From the time the volcano became fully active, tremendous detonations followed one another so rapidly that they seemed to merge into a continuous roar, which lasted all through Wednesday night, yesterday (Thursday, the 8th), and up to 6.30 A.M. this morning, the 9th instant. These detonations and thunderings were heard as far as Barbados, one hundred miles distant, as well as in Grenada, Trinidad, and the south end of St. Lucia. At 12.10 P.M. on Wednesday, I left in company with several gentlemen in a small row-boat to go to Chateaubelair, where we hoped to get a better view of the eruption. As we passed Layou, the first town on the leeward coast, the smell of sulphuretted hydrogen was very perceptible. Before we got half-way on our journey, a vast column of steam, smoke, and ashes ascended to a prodigious elevation. The majestic body of curling vapour was sublime beyond imagination. We were about eight miles from the crater as the crow flies, and the top of the enormous column, eight miles off, reached higher than one-fourth of the segment of the circle. I judged that the awful pillar was fully eight miles in height. We were rapidly proceeding to our point of observation, when an immense cloud, dark, dense, and apparently thick with volcanic material, descended over our pathway, impeding our progress and warning us to proceed no farther. This mighty bank of sulphurous vapour and smoke assumed at one time the shape of a gigantic promontory, then of a collection of twirling, revolving cloud-whorls, turning with rapid velocity, now assuming the shape of gigantic cauliflowers, then efflorescing into beautiful flower-shapes, some dark, some effulgent, others pearly white, and all brilliantly illuminated by electric flashes. Darkness, however, soon fell upon us. The sulphurous air was laden with fine dust that fell thickly upon and around us, discolouring the sea ; a black rain began to fall, followed by another

rain of favillæ, lapilli, and scoriæ. The electric flashes were marvellously rapid in their motions and numerous beyond all computation. These, with the thundering noise of the mountain, mingled with the dismal roar of the lava, the shocks of earthquake, the falling of stones, the enormous quantity of material ejected from the belching craters, producing a darkness as dense as a starless midnight, the plutonic energy of the mountain growing greater and greater every moment, combined to make up a scene of horrors. It was after five o'clock when we returned to Kingstown, cowed and impressed by the weirdness of the scene we had witnessed, and covered with the still thickly falling grey dust. . . . The awful scene was again renewed yesterday (Thursday, the 8th) and again to-day. At about 8 A.M. the volcano shot out an immense volume of material which was carried in a cloud over Georgetown and its neighbourhood, causing not only great alarm, but compelling the people by families to seek shelter in other districts.

The ashes from the volcano were carried by an upper current of air for over a hundred miles and fell profusely on Barbados, where they caused much astonishment. A similar phenomenon was witnessed during the former great eruption in May, 1812, when the ashes were called by the Barbadians "May Dust." The earliest recorded eruption of the Soufrière was in 1715. For the relief of the sufferers in 1902, a Mansion House Fund was opened and £65,769 10s. 10d. collected, which was supplemented by contributions from the neighbouring colonies and other parts of the Empire.

The usual plan adopted by visitors, who wish to see the crater is to leave Kingstown by the Government launch, which starts each day at 3 P.M. for Chateaubelair (22 miles), calling *en route* at the small leeward towns of Layou (8 miles) and Barrouallie (12 miles), the principal town of the first French planters, which suffered severely from the eruption of 1902, and arriving at 6 P.M., after giving the passengers an admirable view of the forest-clad hills of the island and the narrow valleys which run down to the sea. Previous to starting, however, the permission of the chief of police should be obtained for the use of the Government Rest Rooms at the police barracks in Chateaubelair, a former stronghold of the Caribs, where there is usually accommodation for two or three persons, for which a nominal charge is made. On

arrival at Chateaubelair, a guide and boys to carry baggage should be secured, and arrangements made for a boat to row as far as the Wallibou River (25 miles), from which point the ascent is begun. Starting at sunrise on the following morning from the Rest Room one can reach the crater within three hours. On the way, the ruined buildings of "Richmond" and "Wallibou" estates can be seen, and also the former site of Richmond village (24 miles), which was completely effaced and was the scene of the loss of many lives. On reaching the lower lip of the crater, one has a fine view of the devastated area and also of other parts of the island, besides the large crater lake. The return journey from Chateaubelair can be made by the launch, which leaves each morning and reaches Kingstown in about four hours. The cost of this excursion should not exceed £1 (\$4.80). By those who do not care for a long day in an open boat at sea, the Soufrière can be approached by road on horseback; but four or five days must be allowed for the journey, and arrangements for accommodation *en route* have to be made beforehand.

All round the southern end of the island, down the Palm Avenue, across Arno's Vale (1 mile), and through the little town of Calliaqua (4 miles), winds the great road to **Georgetown** (22 miles) on the eastern or windward coast, by which the prosperous planters of the fertile Carib country used to communicate with Kingstown. By motor-car the expedition to Georgetown can now be made in a few hours. After rounding the southern corner of the island the road passes the ruins of the old French sugar works on what was formerly Prince Polignac's estate, Argyle (9 miles), and all along the windward coast are seen the ruins of the once famous plantations, which to some extent owed their fertility to the outbreaks of the Soufrière in previous centuries; and as Georgetown is approached the luxuriant vegetation is to be seen bursting through the thick mantle of grey dust ejected from the volcano in 1902. Arrangements for the expedition by this route can be made by telephone.

The **Falls of Baleine**, an attractive cascade at the extreme north of the island near the foot of the Soufrière, can be reached by canoe in just over an hour from Chateaubelair, but the sea is apt to be rough in this neighbourhood.

An agreeable drive can be taken along the Leeward Road to the **Buccament Valley** (6 miles) and the **Mesopotamia Valley** (8 miles) along the windward coast.

St. Vincent has mineral springs at **Belair** and at **Marrigua**. The former is two to three miles from Kingstown, and is easily reached by the public road which runs through the centre of the island. The latter is about nine miles distant in the valley of the same name. In the middle of the pass leading to the valley a sculptured stone of great antiquity is shown. The rude chisellings—believed to have been the work of the aboriginal Carib inhabitants—represent four heads with strange head-dresses. Below one of them is a trident-shaped symbol. There are also strangely sculptured stones at the Villa, Buccament Valley, Barrouallie, and Petit Bordel Estates.

CHAPTER VIII

THE LEEWARD ISLANDS

THE name Leeward Islands, formerly a geographical designation (*see* page 1), is now applied to the British Colony comprising the Presidencies of Antigua (with its dependencies Barbuda and Redonda), Montserrat, St. Kitts and Nevis (including Anguilla), Dominica and the Virgin Islands, which were federated by an Act of the Imperial Parliament (34 and 35 Vic. c. 107) in 1871. Their total area is 704 square miles, or about that of the county of Surrey. The seat of government is Antigua.

ANTIGUA

Where Nelson refitted his ships in 1805

ANTIGUA—pronounced “Anteega”—which is situated in latitude $17^{\circ} 6' N.$ and longitude $61^{\circ} 45' W.$, about 40 miles east of Nevis, the same distance north of Guadeloupe, and 27 miles north-east of Montserrat, has an area of 108 square miles and a population of 30,089. The island is oval, and has three distinct characteristics. In the south and south-west it is volcanic and mountainous; in the north and north-east it is of coral formation, the soil being composed of calcareous marls and coarse sandstone; while the central part is flat and of clayey formation. Unfortunately for the planters, the island has properly speaking no rivers, but Bendal's Stream supplies a sufficiency of water for the sugar factory of the same name. The shores are lined with coral reefs, but the island has many natural harbours, the most notable of them being St. John's Harbour

on the north-west, which is fully two miles long by three-quarters of a mile broad; the historic English Harbour, formerly the port of call of the mail steamers at the south, with the still more capacious Falmouth Harbour next to it; Willoughby Bay at the south-east, and Parham Harbour on the north coast. St. John's, the capital (population about 8,000), stands at the northern end of the leeward coast at the head of the harbour of the same name. The island is divided into six parishes, St. John, St. Peter, St. Philip, St. Mary, St. Paul, and St. George. The islands of Barbuda, 25 miles to the north, and Redonda, between Montserrat and Nevis, 25 miles to the south-west of the main island, are dependencies of Antigua.

INDUSTRIES. Sugar is the mainstay of Antigua, which has two modern central factories. Sea Island cotton is also produced to some extent. Fruit and vegetables are only cultivated to a small extent.

CLIMATE. Antigua is subject to severe droughts, and the average annual rainfall is as low as 46 inches. The soil is, however, very retentive and the crops thrive well, in spite of the small rainfall. It is recorded that in 1731 the scarcity of water was so great that a pailful of that precious liquid was sold for three shillings! Bendal's Stream has been dammed in two places and much rain-water which used to run out to sea is thus conserved. The wells or springs in the central plain from St. John's to Willoughby Bay being brackish, the only water available in the locality is that which is collected in ponds and pools. Wells in the limestone region on the north-east of this central plain yield good water, and there are also a few wells lying to the west and south. In some parts of the island the people are dependent on water collected in ponds, and in times of drought they suffer considerable hardships. St. John's has now an excellent water-supply derived from a reservoir at the Body Ponds and Wallings Reservoir, a large tank in the hills which was completed about thirty years ago at a cost, with its pipe service, of over £40,000. It furnishes a valuable subsidiary supply for fifteen of the principal villages, which are supplied with water from it through pipes. In the winter months the climate is healthy, except in the neighbourhood of swamps and marshes.

HISTORY. Columbus discovered Antigua on his second voyage in 1493, and named it after Sta. Maria la Antigua, a church in Seville. It was visited by some Spaniards under Don Antonio Serrano in 1520, and in 1629 d'Esnambuc, the captain of a French privateer, made an abortive attempt to

settle the island, but was driven away by want of water, and it was not colonised until 1632, when some English from St. Kitts under Edward, son of Sir Thomas Warner, established themselves there. During the Commonwealth it remained Royalist, and was included with Virginia, Barbados, and Bermuda in the Imperial Act of 1650, which prohibited trade with those dependencies on account of their rebellious attitude towards the Home Government. Lord Francis Willoughby, lessee of the patent left by Lord Carlisle to his son, visited the Leeward Islands from Barbados in 1650, and encouraged the inhabitants to resist the Commonwealth. He was compelled to relinquish the government of the islands in 1652, but he returned in 1663 after the Restoration, and governed until 1666, when he was lost at sea. In 1666 French troops, reinforced by Irish malcontents and Caribs, landed at Five Islands Bay and took possession of the island; but in the following year it was ceded to England by the Treaty of Breda, and the Government was entrusted to Lord Francis Willoughby's brother, Lord Willoughby of Parham.

The subsequent history of Antigua has been, on the whole, uneventful. A few years after the cession of the island there were only five hundred black people in it, while a hundred years later the population included 37,808 slaves, 1,230 free people of colour, and 2,590 whites. In 1689 the inhabitants of Anguilla sought refuge in Antigua, which was defended from the incursions of the French and Indians by Sir Timothy Thornhill and a body of troops. The notorious Mr. Parke became Governor in 1706. Violent dissensions arose between him and the populace, but he refused to resign and was at length killed by a riotous mob on December 7th, 1710.¹

CONSTITUTION. By an Act of 1871, one Executive and one Legislative Council, under one Governor, were constituted for the six (now five) Presidencies of the Leeward Islands. As reconstituted by the Federal Act No. 1 of 1899, the Legislative Council now consists of eight official and eight elective members. Three elective members are chosen by the elective members of the Island Council of Antigua, two by those of the Legislative Council of Dominica, and three by the unofficial members of the Legislative Council of St. Kitts and Nevis. They must be, and continue to be, members of their respective Island Councils, and receive no fees.

On March 22nd, 1898, the Legislative Council of Antigua which was previously partly elected and partly nominated by the Governor, passed an Act abrogating itself, and the Crown Colony system was substituted. The Council now consists of sixteen members, eight official and eight unofficial, all nominated by the Governor under royal letters patent. The Governor presides.

¹ A chapter is devoted to the misdeeds and fate of Governor Parke in "West Indian Tales of Old." London: Duckworth and Co.

ACCOMMODATION. **St. John's.** The *Globe Hotel* and *Kensington House*. Board and lodging, 12s. 6d. (\$3.00) per day. Paying guests are accepted. Special terms for permanent boarders.

COMMUNICATIONS. The island can be reached from England *via* Barbados; also from Canada and New York without change of steamer. (See Appendix I.) It is on the route of the air transport service between Miami and Paramaribo. (See Appendix II.) The Government launch and private motor-launches carry passengers between steamer and the shore. Fare, 2s. (48c.) single; 3s. (72c.) return, which is paid in most cases by the steamship companies. **Motor-cars** can be hired from several garages. Rates: 1s. (24c.) per mile, or 10s. (\$2.40) per hour; also motor-launches for special excursions.

SPORTS. **Cricket, Lawn tennis, Rifle Shooting, and Golf** are the chief amusements. There are links at Cassada Garden, a good lawn tennis club in St. John's, with excellent courts, which are the rendezvous of local society. Good **Boating** can be had in St. John's and Parham Harbours, while capital **Bathing** can be enjoyed from the beach below St. James's Fort. Good sport for rod and gun can be obtained in Barbuda (see page 212) and deer, wild goats, rabbits, wild duck, and pigeon are found in Long and Guiana Islands.

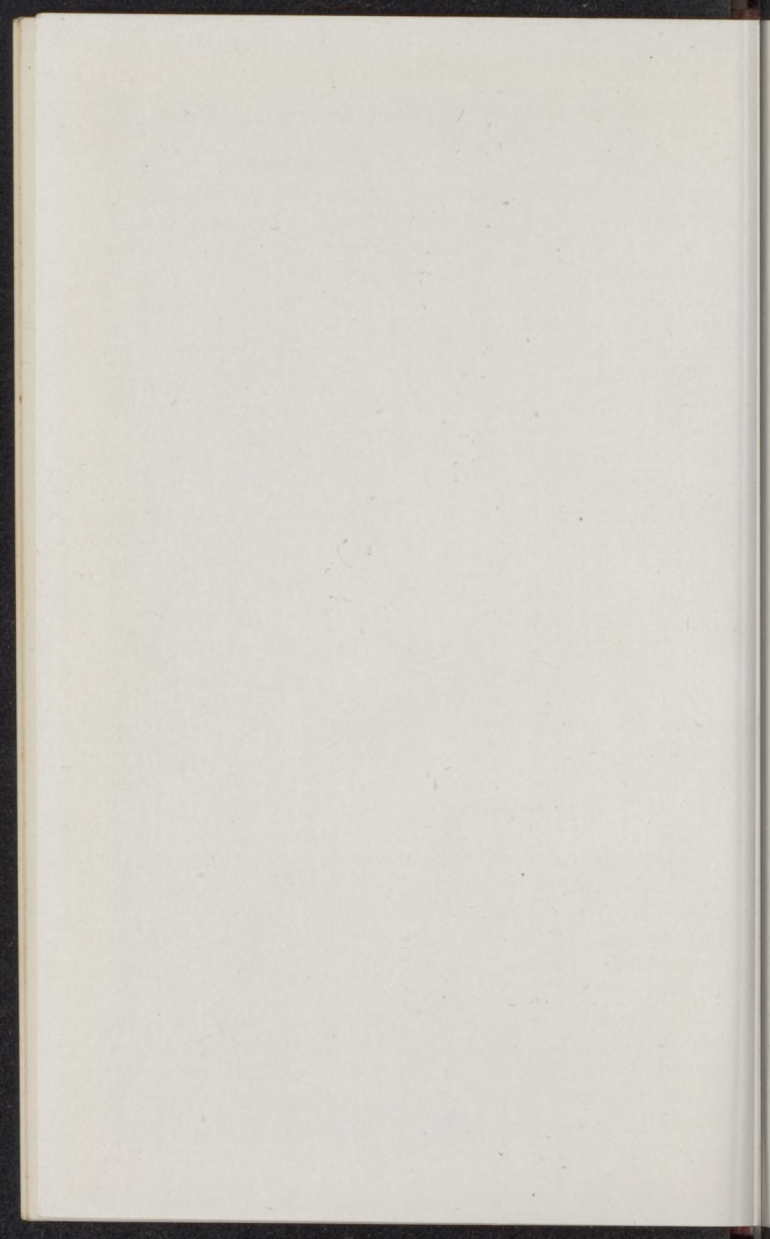
CLUB. The **New Club**, near Government House, is noted for its hospitality, and the principal London papers and magazines can be seen at the Public Library (established in 1830, and incorporated in 1839) in High Street, near the landing-place.

SIGHTS. **St. John's** (population 210), the capital of Antigua, stands on gently sloping ground at the head of the spacious though shallow harbour of the same name. The town used to be defended by Goat Hill Fort on the south, and on the north by Fort James; while Rat Island, which is connected with Antigua by a narrow isthmus jutting out into the harbour, was also fortified. **Goat Hill** is historically interesting, having been the scene of one of the exploits of Prince Rupert, the third son of Elizabeth, daughter of King James I, and of Frederick V. Elector Palatine of the Rhine. The Prince, who was described by Governor Searle, of Barbados, as a "grand pirate," in the course of his West Indian adventures arrived at Antigua with Sir Robert Holmes in 1652. Here they found two of the Parliament's ships in Deep Bay, which is only divided from St. John's Harbour by a narrow strip of land ending in Goat Hill and Ship's Stern Point. Sir Robert Holmes



ENGLISH HARBOUR, ANTIGUA

From an engraving by Thos. Major, after a drawing by W. Brasier Jr., 1756.



landed at night with a party on the St. John's side and, scaling Goat Hill, took the Fort and trained the guns on to Deep Bay. In the morning Prince Rupert appeared at the entrance of the Bay, and sank one ship in the harbour and took the other at Montserrat. It was at Goat Hill that the French landed when they reduced the island in 1666. The fortifications—Fort Barrington so called after Admiral Sir Samuel Barrington—were completed in 1779. The fort is now used as a signal station.

Fort James, erected on a piece of land given to Charles II by Colonel Vaughan and fortified in 1704-1705, commands an extensive view. Its weather-worn foundation stone, which was laid with full Masonic honours, a most unusual proceeding in the case of a purely military building, can still be seen. The inscription on it runs:

THIS [FIRST STONE] WAS LAID BY
 [I]SAAC MATHEW
 THE RIGHT WORSHIPFULL
 [THE] PROV[INCIAL] GRAND MASTER
 WITH HIS [GRA]ND OFFICERS
 AND
 THE RIGHT W[OR]SHIPFULL THE MASTERS
 AND
 THE WARDENS [AND] BROTHERS
 OF
 THE THREE LODGES [OF F]REE AND ACCEPTED MASONS
 OF ANTIGUA.
 NOVEMBER 15TH, 1739.

The three Lodges referred to were the "Parham," constituted January 31st, 1737, "Bakers," March 14th, 1738, and the "Court House," November 22nd, 1738. The last-named was afterwards called the "Great Lodge at St. John's in Antigua." The fort is now used as a quarantine station.

Below Fort James there is a delightful **Bathing beach** with dressing and refreshment rooms. It can be reached by boat to Bryson Pier (presented to the colony by Mr. Robert Bryson), or by motor-car from St. John's (2 miles).

The buildings on **Rat Island**, which is connected with

the mainland by a causeway, are now used as a signal station and leper asylum. They were erected in 1741, on land purchased by the Government, as barracks for the infantry stationed in the island.

St. John's is lighted by electric light, and its streets are very clean. The houses are nearly all made of wood painted white. The rather commonplace monument on the wharf was erected by the people of Antigua to the memory of the late Bishop Westerby, who died in 1888, aged 75.

The **Post Office** is on the left-hand side of the High Street, near the wharf, and **Barclays Bank** is in Newgate Street at the end of Market Street.

The **Cotton Factory** is also in Newgate Street. Antigua is one of the centres of the cotton industry in the West Indies, and a visit to the factory during crop time, which extends from January to April or May, when the Sea Island cotton is being ginned, is worth making. (See page 441.)

St. John's Cathedral stands on rising ground at the head of the town, and its handsome stone fabric which has a façade at the west end terminating on either side in an octagonal domed tower presents an imposing appearance. It occupies the spot where the militia was stationed when the mob attacked Governor Parke (see page 199), and replaces an earlier building which was wrecked by an earthquake immediately after matins on Sunday, February 8th, 1843. The corner stone was laid in 1845 and the Cathedral was opened for divine worship on October 10th, 1847, and completed in the following year. The Cathedral has an inner shell of pitch pine, making it practically two buildings, one within the other, as a precaution against damage by earthquake.

The earlier building contained many notable monuments and mural tablets, most of which were, however, destroyed by the earthquake. Of the few remaining, the most interesting is perhaps the quaint tablet on the left hand side of the north door to the memory of Mrs. Eliza Musgrave, aged 24, who died on February 12th,

1815, as the result of a carriage accident which the sculptor has graphically portrayed in *basso rilievo*.

In the background is the animal, apparently of the cart-horse breed, scampering away with the broken shafts and traces hanging around him; in the foreground, is the figure of a man, kneeling and supporting in his arms a female, whose listless posture portrays the dire event. The face of the female is well executed, the features expressing acute suffering, while they tell the hand of death is upon them; but the figure is execrable in its proportions, the hand and arm being quite as large as the leg and foot of the man, if not larger.—*Antigua and the Antiguans*.

Of the elaborate monument erected to the memory of Ralph Payne, Lord Lavington, Governor of the Leeward Islands from 1771 to 1774 and from 1779 to 1807, when he died in Government House, only a few fragments remain. Lord Lavington, who was born in St. Kitts and sat in five parliaments in England, was buried at his own request on Carlisle's estate where his brick tomb is still pointed out in the middle of a cane-field.

In the graveyard of the Cathedral many notable inhabitants found their last resting-place, including Otto Baijer, Ashton Warner, (1762) Major-General George W. Ramsay (1819), and Patrick Kirwan (1819), the perpetrator of many amusing "bulls," whose gravestone was inscribed "By his direction this tomb was erected." The iron gates at the south are flanked by pillars with metal figures on them representing St. John the Baptist and St. John the Evangelist. These statues were, it is said, intended for Dominica, but the French vessel in which they were being conveyed to that island was captured by a British man-of-war, which brought them to Antigua, where they have since remained. They are called by the blacks Adam and Eve.

The roof of the Cathedral is partly maintained at the expense of the Government, who use it to collect rain-water, which is stored in a large cistern. The Cathedral possesses some interesting and valuable plate, notable among which are two massive silver candlesticks over

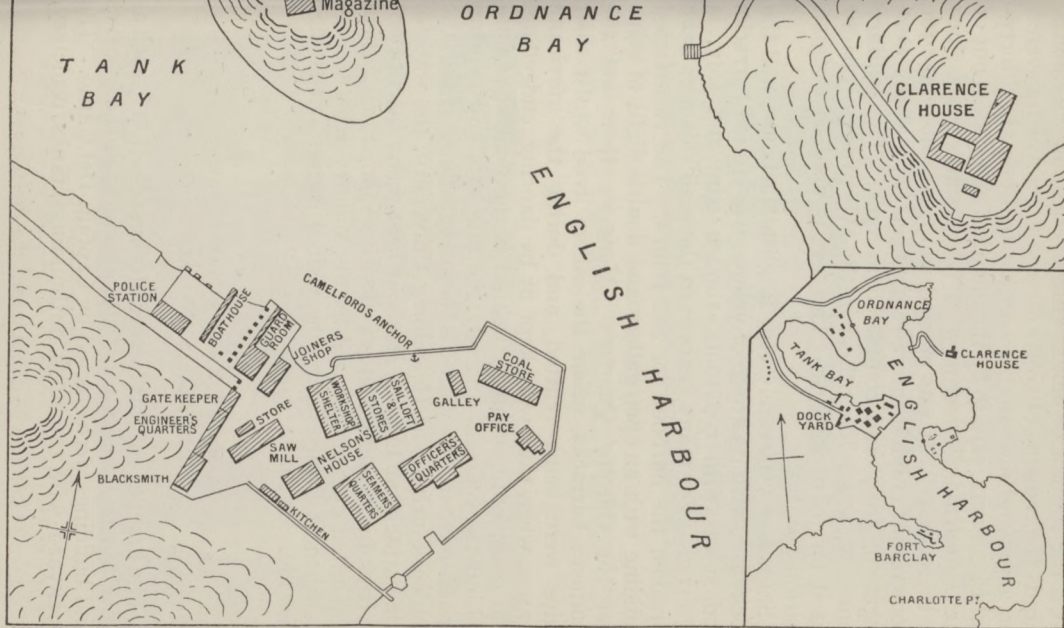
two hundred years old. They were the gift of one Peter Lee in 1704, and are inscribed :

DONUM DOMINI PETRI LEE AD TEMPLUM DIVI JOHANNIS
IN ANTIGUA.

Government House is an unpretentious building beyond the Cathedral, not far from the hospitable **New Club**. Opposite to it is the **Prison**, which occupies a building erected in 1735 for the troops. The inmates comprise long-term prisoners from all the islands of the federation. The **St. John's Training School** for boys, which has replaced Skerret's Reformatory, deserves a visit. The **Botanic Station** adorns the site of a disused quarry on the hill to the east of St. John's overlooking the harbour.

The **Central Sugar Factory** at Gunthorpe's, about $3\frac{1}{2}$ miles from St. John's, is one of the best equipped centrals in the West Indies. (An account of sugar manufacture will be found on page 436.) **Wallings Reservoir** ($1\frac{1}{4}$ hours there and back by motor-car), the main source of the island's water supply, was opened in 1901. **Fig Tree Hill** (3 hours by way of Wallings, Claremont, and St. Mary's) commands an extensive view of Guadeloupe, Montserrat, Nevis and St. Kitts on a fine day.

The drive to **English Harbour** (3 hours for the excursion) and the old Naval Dockyard, where Nelson refitted some of his ships, during his memorable pursuit of Villeneuve to the West Indies and back in 1805, is an expedition which every visitor staying more than one day in Antigua should make. The first part of the drive is flat and uninteresting, but when the mountainous part of the island is reached it becomes very attractive. The harbour which, like so many in the West Indies, is an extinct volcanic crater, is tortuous, and has a very narrow entrance protected in the old days by a chain boom. It is divided from **Falmouth Harbour**, by a narrow isthmus, and with very little trouble the two might be made one magnificent harbour, which could easily be defended by forts on the high hills surrounding it.



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ENGLISH HARBOUR, ANTIGUA, AND ITS DOCKYARD.

The Buildings are not drawn to scale.

On the summit of **Monks Hill**, overlooking Falmouth, stands the remains of Great George Fort, which covered ten acres and mounted, according to Luffman, "forty-eight pounders, said to be the identical guns taken out of the *Fourdriaunt*¹ man-of-war, taken some years since in these seas." It was erected as a place of refuge for women and children in case of siege. The works were begun in 1689, and completed in 1705. The military cemetery, which like others in the West Indies is badly cared for, is of interest. The fort is used as a signal station.

Ships now very rarely visit English Harbour ; and the dockyard, with its group of yellow, two-storied barracks and stores with red roofs, though trim and tidy, is deserted. For many years even the mail steamers have forsaken the harbour for St. John's. The two-storied building with an open gallery and double flight of steps was the Officers' Quarters. Alongside them are the seamen's barracks, where the sailors lived whilst their ships were being refitted, and during the hurricane season, when they were kept fit by dancing, cudgelling, and other amusements. Behind is the boat shed, and behind the officers' quarters the sail lofts and capstan house next to it with its large capstans. Like the students' prisons at Heidelberg University, the walls of the barracks at English Harbour bear many inscriptions written by former inmates and visitors, and among them is pointed out one painted by his Majesty King George V, when as Prince George he visited Antigua in H.M.S. *Canada*. It runs :

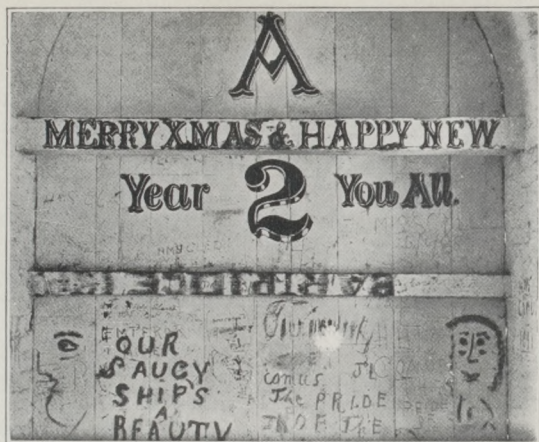
A

MERRY XMAS & HAPPY NEW

YEAR 2 YOU ALL

The first part of this historic dockyard—that known as St. Helena—was built in 1726, and in 1746 the wharves and buildings were erected by Captain Del Garro. The dockyard, with the lands, outbuildings, tanks, cemetery,

¹ Luffman no doubt meant the *Foudroyant*.



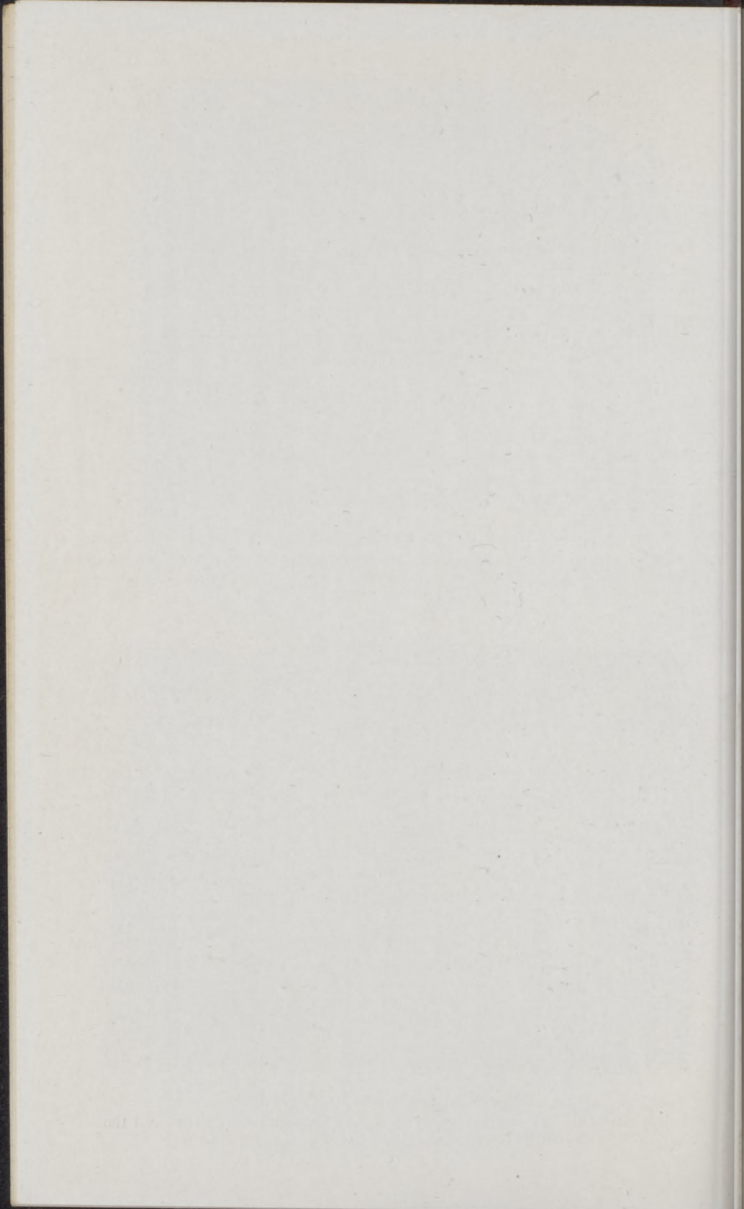
A ROYAL GREETING

This inscription was painted by Prince George, now King George V, on a barrack wall at English Harbour, Antigua, when he visited the island in H.M.S. *Canada*.



A QUAIN MEMORIAL IN ANTIGUA

This is one of the few monuments in St. John's Cathedral which survived the earthquake of 1843. It is described on page 202.



and also Clarence House were transferred by the Admiralty to the Colonial Government in 1906. A large anchor at the water-side marks the spot where a tragedy occurred in 1798. Lord Camelford, then acting as commander of H.M. sloop *Favourite*, had a quarrel with Lieutenant Peterson of H.M.S. *Perdrix*. Soon after, Lord Camelford gave Peterson an order which he refused to obey, and the consequence was that Lord Camelford shot him dead on this very spot. The following account of the episode is given in "Antigua and the Antiguans"¹:

Lord Camelford commanded the *Favourite* sloop of war and Commodore Fahie the ship *Perdrix*, Mr. Peterson holding the rank of first lieutenant on board the last-named. Commodore Fahie had left Antigua a short time before, to take temporary command of the fleet, then anchored before St. Kitts², and during his absence Lieutenant Peterson was, of course, left in command of the *Perdrix*. It was the custom, in those troubled days of warfare, for boats to row backwards and forwards across the harbour during the hours of night, the sailors of the different ships in the dock, headed by one of their officers, taking it by turns to keep this watch; and the sleeper might often be roused from his dreams as the deep-toned "All's well" resounded through the still night air. Lord Camelford and Lieutenant Peterson were, unhappily, at variance; and, perhaps to mortify his rival, Lord Camelford ordered Mr. Peterson to take the watch upon the very evening that a gay ball was to be given at Black's Point to the naval officers. Unfortunately Lieutenant Peterson entertained the idea that, as he was in command of the ship *Perdrix*, in the absence of Commodore Fahie, he was superior officer to Lord Camelford, who only commanded a sloop; and, in consequence of this false impression, he positively refused to obey his lordship's orders. The disastrous evening approached, and the Lieutenant retired to his quarters above the capstan-house in order to dress for the festive party. Arming himself with a pair of loaded pistols, and telling his boat's crew to attend him, Lord Camelford quitted his retirement and stationed himself directly between the capstan-house and the guard-house (now called the Commissioner's house), and there waited the approach of Mr. Peterson, whom he had already summoned to attend him. Upon the unfortunate young officer making his appearance, accompanied by some of his friends, his lordship again commanded him to take charge of the watch

¹ The affair is also described in "West Indian Tales of Old." London: Duckworth & Co.

² Of which island he was a native.

for the evening—the command was again refused—when, taking one of his pistols from his bosom, Lord Camelford immediately fired, and the ball passing through the breast of the brave but inconsiderate lieutenant, he fell a corpse upon the ground, the deadly stream welling from the wound, and staining as it flowed, the gay ball-dress which he wore. No sooner did the well-aimed weapon do its work than, drawing the other from its resting-place, his lordship turned to the second lieutenant of the *Perdrix*, and, pointing it at him, asked if he would obey his orders or meet the same punishment as Mr. Peterson. Life is sweet ! The second in command saw his friend stretched at his feet, with the red blood gurgling round him, and, fearing the same fate, he obeyed Lord Camelford and took the watch. Lord Camelford was tried by court-martial but honourably acquitted, only to fall in a duel by the hands of Captain Best, a native of Barbados.

To the right of the mouth of the harbour are the **Shirley Heights**, once strongly fortified, and to the left of it **Middle Ground**, on a peninsula, and **Dow's Hill**, where the General Officer commanding the troops resided. It was fortified in 1791, and the Governor's country residence was on it for many years. To the east of Shirley Heights is the **Ridge**, which was abandoned when the last regiment left in 1855. The walls of large buildings remain ; some are in good order, but the woodwork has been removed. The large Block House was built in 1787 by order of Governor Matthew, as recorded on a memorial stone. The only habitable buildings are the military barracks, which were last used as a convalescent lunatic asylum. An obelisk in the cemetery on the Ridge bears the names of officers, non-commissioned officers and men of the 54th Regiment (now the 2nd Dorsetshire Regiment), who died in Antigua, St. Kitts, Dominica, and St. Lucia, March, 1848, to June, 1851.

The best point from which to obtain a comprehensive view of the harbour is near **Clarence House**, a building on a side of the hill opposite the dockyard, which was erected in 1787 by English stone-masons for Prince William Henry, Duke of Clarence—afterwards William IV—when he was on the West Indies Station. The Prince arrived in Antigua at the end of 1786 in the *Pegasus* frigate, and we read that " his appearance put

this little community into a ferment." Mr. John Burke, Solicitor-General, was so overcome with emotion that in presenting the address of the Legislature to His Royal Highness, "notwithstanding this gentleman has been for years hackneyed at the bar, and is a bold orator, yet, on this occasion, to the astonishment of every bystander, he was nearly bereft of the power of utterance." The Prince's chief attendant was Captain Nelson, of the *Boreas*. In descending from Clarence House to the harbour the manchineel trees (*Hippomane Mancinella*) should be treated with respect. The milky juice, which exudes from their leaves and stems when broken, burns whatever it touches, and anyone who takes shelter under this "poison-tree," as it is called, during a shower of rain has good reason to remember it.

In the churchyard of **St. Paul's Church**, Falmouth, are the tombstones and vaults of, among others, the Hon. Charles Pitt, son of the Earl of Chatham, and Commander of H.M.S. *Hornet*, who died at English Harbour on November 13th, 1780, aged 20; Brigade-Major Vans Agnew, 1804; and Brigadier-General Andrew Dunlop, 1804, descended from the family of Wallace, who lies in a vault within iron rails. In the church itself is a marble table inscribed to the memory of "Lieutenant Chas. Montague Barrow, 1835, who commenced his military career at Waterloo, and died at the Ridge."

At Indian Warner, on the Government lands at **Piccadilly**, in the hilly district between Willoughby Bay and English Harbour, there is a vault in which Colonel Thomas Warner and others of the Warner family were buried. It is situated near the ruins of the old Great House.

A number of pleasant drives can be taken from St. John's, including those to (1) Parham, returning by way of Vernon's (1 hour); (2) by way of Weir's, St. George's Church, and Millar's ($\frac{3}{4}$ hour); (3) to Gunthorpe's Central Sugar Factory, Weir's, St. George's, and Miller's ($\frac{3}{4}$ hour); (4) by the English Harbour road to Belle Vue, and thence by way of Vernon's to St. John's (1 hour); (5) *via* Marble Hill, Weatherill's, Langford's, and Friar's

Hill ($\frac{3}{4}$ hour) ; (6) *via* Friar's Hill, Langford's, Thibou's, Judge's, and Cassada Garden, the estate of Major-General Poyntz, Governor from 1651 to 1663 (1 hour) ; and (7) to Devil's Bridge, on the extreme windward side of the island (3 hours).

Numerous small islands scattered off the north and east coasts afford opportunities for exploration. They include Pole-cat, Goat's, Guiana, Maiden's, Cochran's, and Long islands. On **Long Island**, to the north of Parham Bay, sugar used to be manufactured, and it is said that in the days when that commodity was protected in the English market more sugar was shipped from Long Island than could ever have been produced there ! The quantity exported had to be sworn to before a magistrate, and it was a simple matter to add " ty " to, say, seven or nine hogsheads declared, which then became seventy or ninety. In this way foreign sugar imported clandestinely from Martinique and Guadeloupe was shipped to England as the " produce of Antigua." By those in the know it was called " TY " sugar !

Guiana Island, in a bight to the north-east of Parham, was so called because English settlers from Guiana emigrated to it when their country had been surrendered to the Dutch by the treaty of Breda in 1667. The old great house which was for many years in ruins has been restored, and is once more a private residence, where an English barrister lives in patriarchal style.

BARBUDA

The old Codrington Game Preserve

BARBUDA, formerly called by the prettier name of Dulcina, lies about 25 miles due north of Antigua, of which it is a dependency, and has an area of 62 square miles. Being of coral formation it is very flat, its highest point being only 205 feet above sea-level. It is surrounded by reefs, and the strong currents which set in to the land prove a constant menace to sailing ships. The

island has no streams, but there is a plentiful supply of water which is obtained from wells. Its population is 903.

INDUSTRIES. The staple industry of Barbuda is now the cultivation of Sea Island cotton, which is treated in a local ginney. Indian and Guinea corn, beans, peas, cassava, potatoes, etc., are also raised by the negroes, who do, too, a considerable trade with Antigua in live turtle, turtle-shell, dried fish, brooms, baskets, etc. The Government have established a stock farm to encourage the breeding of horses, mules, donkeys, and sheep for export, and have also planted coco-nuts on a large scale.

CLIMATE. The climate of Barbuda is equable and healthy. Being flat, the island enjoys the full benefit of the sea breezes which sweep across it. There is very little sickness, and if only a hotel were built, Barbuda would certainly be more resorted to by sportsmen than it is at present.

HISTORY. Barbuda was first settled by a party of colonists from St. Kitts under Sir Thomas Warner. The settlers were so harassed by the Caribs that they were compelled to desert the island, but when the strength of these savages had diminished they returned and were no longer molested. The island was granted to the Codrington family in the eighteenth century, and was used by them as a stock farm from which their estates in Antigua were supplied with animals, and also as a shooting estate. In 1893 a company called "The Barbuda Island Company" was registered to acquire a lease of the island for fifty years from Mr. Robert Dougal, who had obtained it from the Government. There was every prospect of success before it until 1898, when trouble arose through squatters invading the Company's property. This was the beginning of differences with the Government which culminated in the Governor of the Leeward Islands seizing Barbuda and all the Company's property. Legal proceedings followed, but without success from the company's point of view.

CONSTITUTION. Barbuda is a dependency of Antigua and is controlled by a staff comprising a Manager, an assistant Manager and an overseer. A magistrate visits the island two or three times during the year to settle any disputes which may arise among the members of the usually law-abiding community.

ACCOMMODATION. There are no hotels or boarding-houses, and intending visitors should make arrangements in respect of accommodation before proceeding to the island.

COMMUNICATIONS. Small sailing sloops ply between Antigua and Barbuda, the average duration of the voyage being from five to six hours. This time may, however, be greatly exceeded if conditions are unfavourable, and in any case it is desirable to take plenty of provisions in case of emergency. Larger vessels can be hired from Messrs. Bennett, Bryson and Co., at St. John's, Antigua. Small sailing boats can be hired from the villagers in Barbuda for fishing at moderate rates.

SPORTS. Barbuda was stocked with fallow deer by the Codrington family, but the deer are not so numerous as they were, and are difficult to reach on account of the thick bush with which the island is covered. Guinea-fowl, pigeon, and doves are fairly plentiful, and wild-duck, white throat, blue-wing, whistlers, and divers are also to be had. Plover, curlew, and snipe visit the island in August and September, and good sport can be obtained hunting the wild pig, whose progenitors were tame pigs which ran away and bred in the bush. These pigs are hunted in the bush and mangrove swamps with the aid of dogs and shot. An old boar at bay is dangerous, since he will charge and can inflict severe wounds with his tusks. Unwary dogs are sometimes killed in an encounter. The Manager is always glad to give advice to visitors.

The **Shooting** seasons for deer are from January 1st to March 31st, and from July 1st to September 30th, and the season for duck, pigeon, etc., from July 15th to February 1st. A licence to shoot deer and other game can be obtained from the manager for 20s. (\$4.80), which entitles the holder to three buck and as much other game as he cares to shoot in season; or a separate licence to shoot game other than deer can be obtained for 10s. (\$2.40). The best pigeon shooting is obtainable from the middle of August to the end of September, the birds fighting in large numbers at that time.

Excellent **Fishing** is obtainable all round the coast. Tarpon is capricious, being plentiful in some seasons, and in others not. The best time of the year for it is between September and May. Shark, barracouta, snapper, parrot-fish, and grouper (the latter the best eating fish of all) are all to be found around the coast and among the reefs, and give good sport. A method of catching fish, lobster, etc., peculiar to Barbuda, is practised in the lagoon near the village. It is called "setting bush." In the shallow water (about 4 feet deep) at the head of the lagoon, at spots where there are outcrops of rock from the sand of the bottom, small heaps of brushwood, about six feet in diameter and rising to the surface of the water, are loosely piled. These heaps attract the lobsters in considerable numbers and may be hauled up at the end of three weeks or a month. The *modus operandi* is as follows: Two or three men go off in a boat, which they anchor a few yards away from the bush to be hauled; they then go overboard and surround the bush with a seine net. Standing inside themselves, they next proceed to pull the heap of bush to pieces and throw it in another heap just outside the net. When all the bush is removed the net is gradually hauled and brought to the boat and the catch taken on board. A catch of six to ten dozen lobsters is about the average. These lobsters are all young "chicken lobsters" and are delicate eating. A few small fish are generally to be found in the bush and get caught with the lobsters.

SIGHTS. Intending visitors to Barbuda must obtain a "permit to land," which can be obtained free of charge at the Colonial Secretary's Office in St. John's, Antigua. The island has only one village, that of **Codrington**, which is about three miles from the River Anchorage on the east side of a large lagoon. It has about 900 inhabitants, the descendants of the slaves introduced by Colonel Codrington. Most of their huts are of a primitive type, being built of wattle and plaster with thatched roofs. Each is enclosed within its own little stockade, and this gives the village a typically African appearance. These conditions are, however, rapidly changing owing to the growing prosperity of the islanders, many of whom now emigrate and, with the money made, return to their native island and build themselves substantial houses of stone and wood roofed with galvanised iron. The villagers are a fine upstanding body of people, many of the men being over six feet in height. They are fearless sailors, good swimmers, and keen fishermen; they make good hunters, and stock- and axe-men, but are no good as mechanics, taking little or no interest in machinery. The women are in the majority, as the men leave the island in search of work in Antigua or elsewhere. They only have squatter rights on the island, but this entails no hardship, as they are not called upon to pay any rates or taxes, and are allowed to enclose as much land as they care to take up.

Codrington Village has no shops, but two bakers supply good bread two or three times a week. Fowls, turkeys, and kerosene oil can be purchased locally; but groceries, etc., have to be obtained from Antigua.

It is chiefly with the object of enjoying the sport which it affords that visitors occasionally patronise Barbuda, but they are unlikely to leave its shores without inspecting the **Cotton Ginnery**, the **Church**, and the **Government Stock Farm**. There are also two old forts which command attention, one at the River Anchorage with a martello tower, and the other at Spanish Point at the south-east extremity of the island.

REDONDA

The Round Island

LIKE Barbuda, Redonda, an isolated rock a mile long and a third of a mile broad, rising to a height of 1,000 feet, 25 miles to the south-west of Antigua, is a dependency of that Presidency.

It is valuable on account of its deposits of phosphate of alumina, which were discovered in 1865 and are being worked by the Redonda Phosphate Company under licence subject to the payment of 6*d.* (12*c.*) per ton royalty. The exports now amount to nearly 7,000 tons annually. This "lonely rock," as Charles Kingsley described it in "At Last," is rarely if ever visited by tourists, to whom it has little to recommend it.

ST. CHRISTOPHER

The Mother Colony of the British West Indies

ST. CHRISTOPHER, better known as St. Kitts, which with Nevis and Anguilla is a Presidency of the Leeward Islands, lies in latitude 17° 18' N. and longitude 62° 48' W., 45 miles to the west of Antigua.

The island, which is of volcanic origin and therefore very mountainous, is about 23 miles long, and has a total area of 68 square miles and a population of 18,770. The central part consists of a range of rugged mountains running south-east and north-west, culminating in Mount Misery, 3,711 feet high. These mountains, which are clothed with virgin forest, bush, and grass, run down to the coast. Their lower slopes, known as "Mountain Lands," used to be planted with sugar-cane; but they are now mostly used as pastures or are given out to the labourers, who grow ground provisions on them.

The main mountain range at its south-east end breaks into a semicircle overlooking a fertile plain, at the south-west of which is Basseterre, the capital, situated on the shore of an open roadstead. At the south-east corner extends a narrow isthmus not more than a mile

or a mile and a half wide, expanding into a knob of land on which there are salt ponds. A strait called the Narrows, scarcely two miles in width at this point, separates St. Kitts from Nevis. Between them is a tiny islet called Booby Island.

On the lower levels the soil of St. Kitts is naturally rich and highly fertile. The island is well watered, and Richard Blome's description of it, written in 1672, still holds good :

The land lieth high and mountainous in the midst from which springeth several Rivers, which oft-times by reason of the Rains that falleth down the mountains, are overflown to the detriment of the inhabitants.

During the heavy rains, "washes" sometimes occur which do much harm to cultivation.

INDUSTRIES. Sugar is the chief industry of St. Kitts. A central sugar factory was opened near Basseterre on February 20th, 1912, by a company called the St. Kitts (Basseterre) Sugar Factory, Ltd., which now takes off practically the entire crop. Sea Island cotton is successfully grown on several plantations, and it has been found that it can be used with advantage as an alternate or "catch crop."

CLIMATE. For a tropical country the climate of St. Kitts is bracing and healthy. The temperature varies from 60° to 88° Fahr. The annual rainfall varies from 48 to 70 inches, according to locality.

HISTORY. St. Kitts was discovered by Columbus on his second voyage in 1493, and was called by him St. Christopher, because, it is said, he saw in its shape a resemblance to that Saint carrying our Saviour. The Caribs used to call it Liamuiga, or the Fertile Island. Later the island was called Merwar's Hope, a name obviously compounded of the first syllables of the surnames of Ralph Merrifield, who arranged and fitted out the expedition to it, and of its coloniser, Thomas Warner.

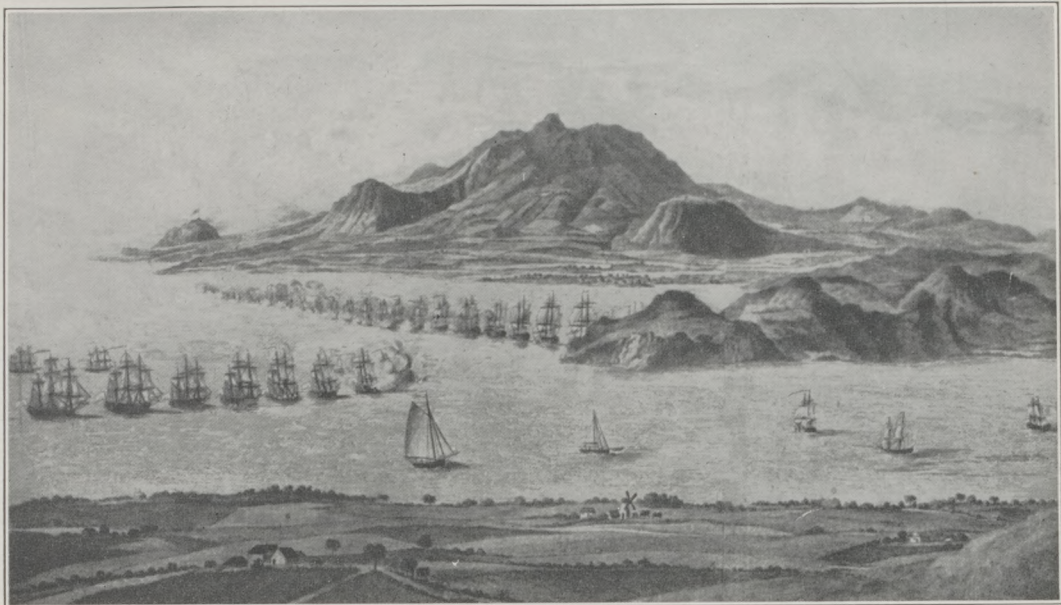
Though Barbados was nominally taken possession of in 1605, a permanent settlement of that island was not effected until twenty-one years later, and therefore St. Kitts, which was settled by Mr. (afterwards Sir) Thomas Warner at the suggestion of Captain Thomas Painton, a seaman "as enthusiastic as he was experienced," in 1623, can claim the honour of being the mother colony of the British West Indies. Warner revisited England, and, on his return in 1625 with a number of settlers, he landed on the same day as d'Esnambuc, a privateering sailor from Dieppe, and in the face of the Caribs, a common foe, the English and the French colonists settled down side by

side, the former in the middle of the island and the latter at either end. A fierce battle was fought with the Caribs, who though numerous were eventually decimated, the survivors being chased into the sea. The Spaniards resented the French and English establishing themselves so strongly, and in 1629, with a fleet of thirty-eight ships, they nearly annihilated the growing colonies. The French left for Antigua and the English were deported. A few of the sturdy French settlers remained, however, and, when the Spanish fleet left, d'Esnambuc re-established his colony. During the war between France and England, the French attacked their neighbours and conquered the whole island, in spite of the assistance rendered to the Governor by Colonel Morgan, the uncle and father-in-law of the redoubtable buccaneer Sir Henry Morgan, afterwards Lieutenant-Governor of Jamaica. The English part of the island was, however, restored to its former owners by the Treaty of Breda in 1667.

The English were again expelled in 1689, but a year later the Barbadian baronet, Sir Timothy Thornhill, took the whole of the island, and it remained in England's possession for seven years, when the French had the portion which they formerly owned restored to them by the Treaty of Ryswick, in 1697. England again became sole mistress of the island in 1702, when the French capitulated to General Hamilton; and a French invasion four years later having proved futile, the whole of St. Kitts was ceded to Great Britain by the Treaty of Utrecht in 1713. The French possessions in the island were publicly sold for the benefit of the English Government, and in 1733 £80,000 of the money realised was appropriated as a marriage portion for Princess Anne, on her betrothal to the Prince of Orange.

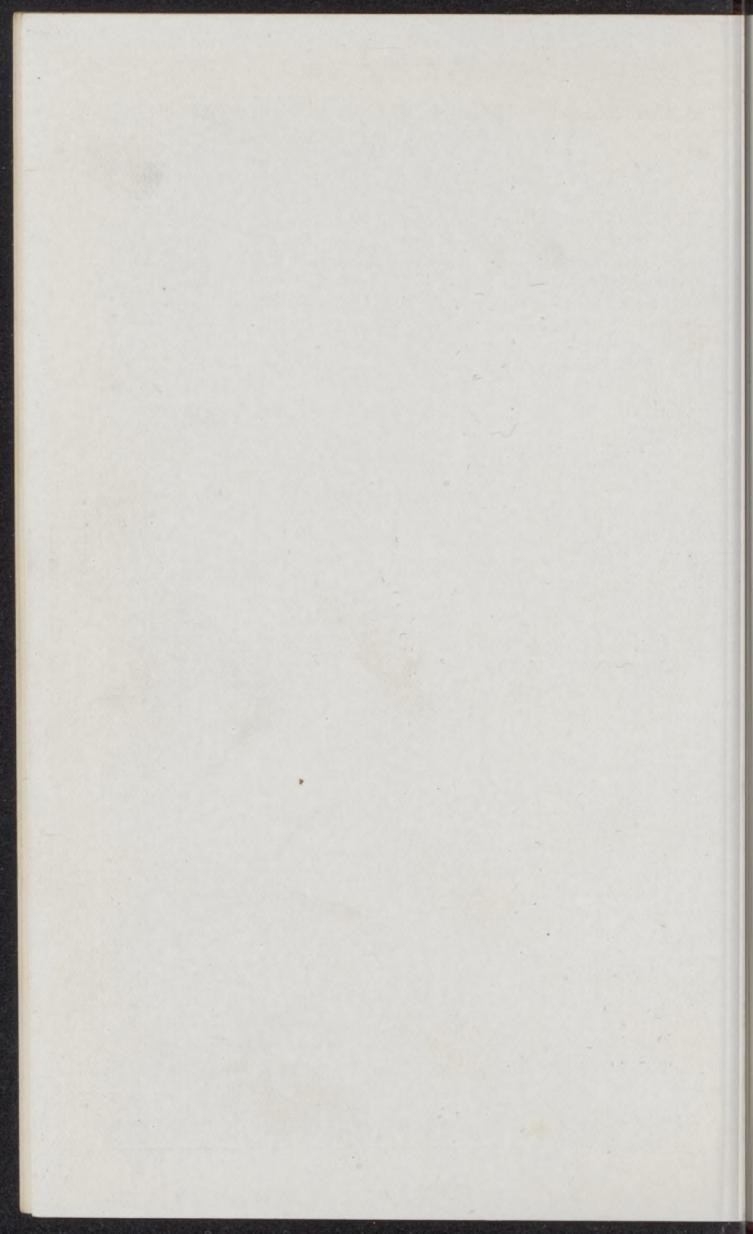
In 1782 the French laid siege to St. Kitts and captured it, notwithstanding Sir Samuel Hood's meeting with de Grasse in the Basseterre Roads on January 25th, when the French admiral was completely outmanœuvred, an event described by Captain Mahan as one of the finest feats in the annals of naval warfare. Hood induced his opponent to leave his anchorage, and, cleverly tacking, brought his ships to anchor at the precise spot which the French had just quitted, a manœuvre watched by a large number of onlookers from the slopes of Nevis. The island was, however, restored to England by the Treaty of Versailles in 1783, following Rodney's victory over de Grasse off Dominica on April 12th, 1782. St. Kitts has been British ever since, although it was raided by Villeneuve in 1805, just before the battle of Trafalgar.

CONSTITUTION. The Government of St. Kitts, Nevis, and Anguilla is administered by an officer entitled the Administrator. The Presidency has an Executive Council and a Legislative Council over which the Governor, or in his absence the Administrator, presides. The Council meets in annual session at Basseterre in St. Kitts.



HOOD CAPTURES THE ANCHORAGE OF BASSETERRE FROM DE GRASSE

From an old engraving.



ACCOMMODATION. **Basseterre.** The *Seaside Hotel*, pleasantly situated on the beach near the Treasury and wharf. Board and lodging, 12s. 6d. (\$3.00) per day. *Mrs. Mondesire*, in Prince's Street, takes a limited number of boarders at about the same rates.

COMMUNICATIONS. St. Kitts can be reached from England *via* Barbados, and from Canada and New York by direct steamer *via* Bermuda and St. Thomas respectively. (See Appendix I.) The **Boat fare** from steamer to the shore is 1s. (24c.) per passenger. **Motor-cars** may be hired at several garages. (For names apply to Hotel or principal shops.) **Tariff**, about 1s. (24c.) per mile. Visitors spending only a few hours in St. Kitts should make a reservation immediately after landing, otherwise they may be disappointed.

SPORTS. St. Kitts has a **Cricket** and **Lawn tennis** club, to which visitors with a satisfactory introduction are welcome. It is possible to obtain a little **Shooting** from July to November, when migrating birds visit the islands. Barracouta, king-fish, cavally, and grouper afford good sport to **Fishermen**. **Boating** can also be enjoyed.

CLUBS. The **St. Kitts Club** on the south side of the Pall Mall Square is hospitable, and there is a Free Public Library near the Court-house on the east side where the latest English papers and magazines are to be found.

SIGHTS. **Basseterre** (population about 9,000), which was completely destroyed by fire in 1867, was rebuilt in an improved style. The houses are mostly of wood, but many are constructed of a greyish stone or of a rough-hewed stone covered with plaster, with the upper parts of wood. The streets are wide and clean. Blome in 1672 described Basseterre, which was then the French capital as :

A Town of good bigness, whose Houses are well built, of Brick, Freestone and Timber : where the Merchants have their Store-houses, and is well Inhabited by Tradesmen, and are well served with such Commodities, both for the Back, and Belly, together with Utensils for the Houses, and Plantations, as they have occasion of, in exchange for such Commodities which are the product of the Island. Here is a fair, and large Church, as also a publique-Hall, for the administration of Justice ; Here is also a very fair Hospital. Here is also a stately Castle, being the Residence of the Governor, most pleasantly seated, at the foot of a high Mountain, not far from the Sea, having spacious Courts, delightful Walks, and Gardens, and enjoyeth a curious prospect.

After landing at the pier one enters the town through an arch in the centre of the Treasury Building in which

the Administrator's Office, the Custom House and Treasury, and the **Post Office** are located. In the centre of the Town Square, or **Circus**, which is surrounded by stately palmistes, stands a clock and a drinking fountain erected to the memory of the Hon. Thomas Berkeley Hardtman Berkeley, C.M.G., a prominent member of the community who died on November 6th, 1881.

Barclays Bank (Dominion, Colonial and Overseas) is situated in the Circus, and the **Royal Bank of Canada** in Fort Street, nearly opposite the Post Office. East of the Circus is **Pall Mall Square**, the prettiest feature of the town. It has a cool garden in its centre laid out with tropical trees of great beauty and a fountain. On the east side of this square is the **Court House**, where the Legislature meets and justice is administered. Near by is a **Free Library**, in which there are several portraits and pictures of interest, including a signed engraving of Mr. Joseph Chamberlain, which is justly prized, and a renovated picture of the meeting between Sir Samuel Hood and de Grasse in Basseterre Roads in 1782 (*see page 222*). The **Cable Office** faces the sea about one hundred yards to the east of the Treasury Building on the sea front.

Government House is a large, rambling building to the north of Basseterre. The Administrator usually resides at "Springfield," a charming house on rising ground, a mile to the north-west of the town. Not far from it, to the west of the town, is the **Cunningham Hospital**, so called after Mr. C. T. Cunningham, Lieutenant-Governor in 1839. Attached to this well-conducted and clean institution is a maternity ward and school of instruction for midwives and mothers.

St. George's Church stands at the back of the town. It was rebuilt after the fire of 1867. The original church erected by the French in 1670 became Anglican in 1713 at the Peace of Utrecht. Though a strong stone building, it succumbed to the hurricane in 1843. A new church was started in a different site, and its foundations may be seen in the churchyard. It was not, however, completed, and the present church is a restoration of

one built in 1856, and destroyed by the fire of 1867 which laid Basseterre in ashes. On the west wall are the remains of what have been two handsome monumental tablets, and several very old tombstones in the floor of the south transept date from the beginning of the eighteenth century. One or more Governors lie buried in the churchyard, but some years ago a flood of rain swept over the mountains and washed a great deal of sand into the town, and many tombstones were thus covered up.

The **Botanic Station**, to the west of Basseterre, and the Signalling Fort form a pleasant drive along the Bay Road, which was constructed during the Governorship of Sir William Haynes-Smith. The Botanic Station was established in the latter part of 1899, on land which formed part of a sugar estate, La Guérite, purchased by the local Government.

Monkey Hill (1,319 feet) is a small mountain a few miles from Basseterre. **Sir Timothy's Hill**, near the base of the promontory extending towards Nevis, repays a visit. It is interesting as having been the scene of a spirited action between the English and French when the Barbadian, Major-General Sir Timothy Thornhill, who had landed at Frigate Bay, captured the island in 1690.

An excursion to **Mount Misery** (3,711 feet), the dormant volcano which dominates St. Kitts, requires a day. The easiest ascent is from Belmont Estate, an hour's motor run from Basseterre, to the lowest part of the crater lip. Ponies should be sent on to wait at Belmont and the first part can then be ridden. After fifty minutes' ride up a good path, a height of about 1,200 feet above sea-level is reached. Here the cultivation—sugar-cane on the lower slopes and labourers' vegetable plots above—ends, and the path entering the forest becomes too rough for riding. Twenty-five minutes' walk takes the climber up another 300 feet to an ideal spot for breakfast. Another hour and a half brings him to the lip of the crater at a height of 2,600 feet. The descent into the crater can be made without risk.

At the **Weir**, a short distance from Basseterre, monkeys can sometimes be seen.

The expedition to **Dodan** (*Dos d'Ane*) **Pond**, on Verchild's Mountain, demands a whole day. It can be made from Wingfield or Lambert's on the south or from Molyneux on the east. The southern routes are the shorter, while the eastern route gives the most beautiful views, though the scenery on all is charming. Guides and ponies should be engaged beforehand to meet one at the starting-point selected, which should be reached by motor-car. The lower slopes—cane lands, provision grounds and pasture lands—can be ridden without fatigue until the track enters the forest. The heavy forest gradually becomes dwarfed as the track rises till it gives place, a few hundred feet below the summit, to an open fern-covered slope, the steepest part of the journey. Here there is both need and just excuse for many halts to admire the view, particularly when the crest is reached. Then there is a walk down an easy slope clad with dwarfed trees, and the goal is reached—the crater of an old volcano. The lake is some three to four feet deep, with a floor of lava. An old superstition that the lake is bottomless, and has a dangerous whirlpool, probably arises from the fact that the outlet on the west, carrying the overflow to Godwin's Gut, is hidden and leads to a waterfall which might be disastrous to the unwary.

The drive **Round the Island** is an expedition which every visitor to St. Kitts should make. The distance is 30 miles. It takes about $1\frac{1}{2}$ hours by motor-car. Crossing the plain of Basseterre to the north-east of the island, one passes the large **Central Sugar Factory** (1 mile) belonging to the St. Kitts (Basseterre) Sugar Factory, Limited, which was opened in 1912. The factory is equipped with modern machinery, and has about 35 miles of light railway for bringing the canes to the mill. Its capacity is 20,000 tons of sugar, and during crop time the buildings present a busy aspect. Permission to view the factory can be readily obtained by visitors provided with suitable introductions. Beyond Brighton the road

keeps quite near the coast. Several well-cultivated sugar estates are passed. At Molyneux a small area is under cacao cultivation. Estridge estate buildings, about $1\frac{1}{2}$ miles farther, afford a notable example of the substantial work done with the help of slave labour by the old settlers. Below Bellevue estate a halt should be made at **Black Rocks** (12 miles from Basseterre). These rocks consist of huge masses of lava standing out in the sea, against which the deep blue water dashes itself into white foam. They extend along the coast for a distance of about half a mile.

Continuing the drive past the village of **Dieppe** or **Deep Bay**, two fine sugar estates, Willets (right) and Belmont (left), are passed, and to the left one obtains a fine view of the central mountain to the edge of the crater, with a stretch of well-cultivated sugar lands on its lower slopes. At a distance of about five miles across the channel on the right is the little Dutch crater island of St. Eustatius (*see* page 336). Proceeding, the rugged mass of Brimstone Hill (779 feet) soon comes into sight, with its fortifications plainly visible, standing guard over the small town of Sandy Point (20 miles from Basseterre round the island). Sandy Point is now a town of small consequence, but St. Anne's Church deserves a visit, as it contains several interesting mural tablets to the memory of officers who died on Brimstone Hill. These and the tombstones on the hill itself remind the visitor what a scourge yellow fever was in the old days. The ruins of the dwellings of former merchants and of store-houses furnish evidence of the former prosperity of the town. The **Leper Asylum** is next reached. It occupies an old fort—one of the outworks of Brimstone Hill. The road skirts the foot of the hill quite close to the sea, and a smell of sulphur reminds one of the existence of a submerged crater near by.

Brimstone Hill, a dismantled fortress ten miles from Basseterre, is deeply interesting. The hill is a mass of limestone overlying volcanic rock some 779 feet in height, which looks to the uninitiated as if it had been ejected *en bloc* from the craters of the central mountains

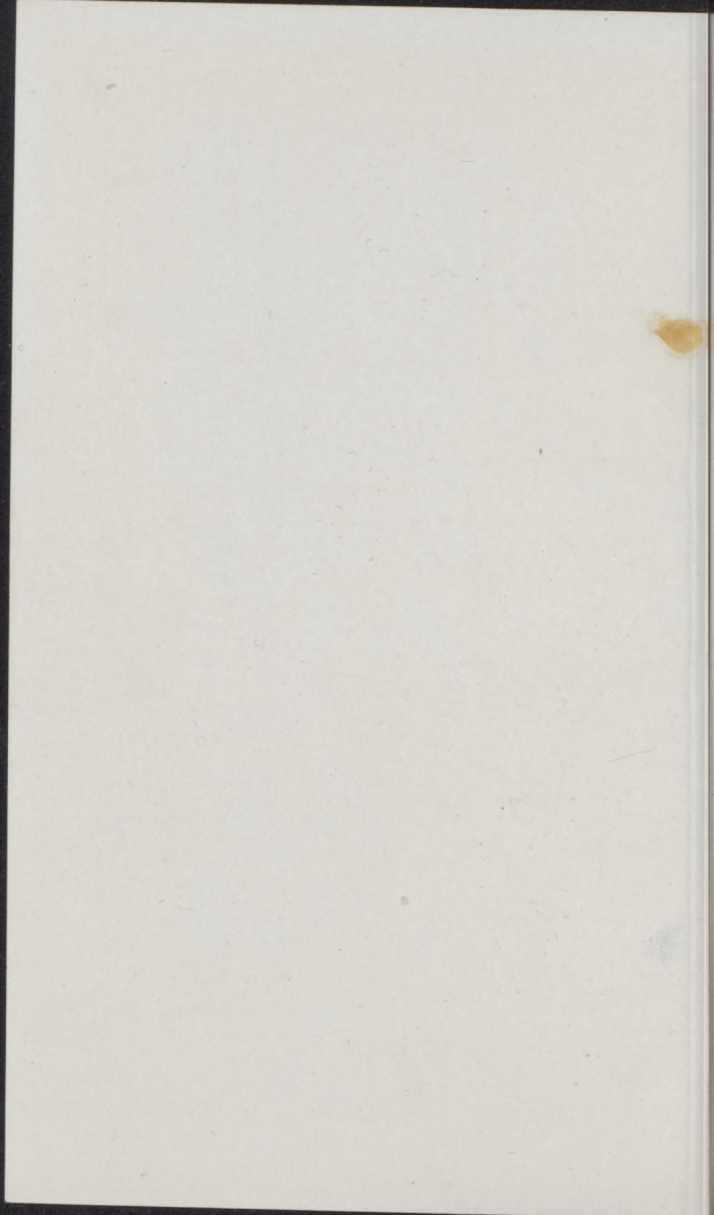
of St. Kitts. Records in the island show that it was bought by the Government for £500, and that the principal fortifications were built by slave labour, each estate's proprietor furnishing one out of every eighty slaves he possessed, for the purpose of their erection. Guns were first planted on the Hill by Sir Timothy Thornhill in 1690, and at a later date it was fortified with fifty pieces of cannon.

Though the massive fortifications were not completed until twelve years later, Brimstone Hill was considered one of the strongest posts in the West India islands when the memorable attack was made upon it in 1782. On January 11th of that year the Marquis de Bouillé, supported by de Grasse, landed 8,000 men at St. Kitts. The garrison, under General Fraser, which did not exceed 600 men, at once retired to the hill, and was reinforced by Governor Thomas Shirley with 350 men of the Militia. In spite of Sir Samuel Hood's brilliant manœuvre on January 25th, when he attacked de Grasse and took the anchorage at Basseterre which that gallant admiral had just left, the hill was closely invested. The inhabitants of St. Kitts, who warmly sympathised with the revolted American colonists, showed "a real or tacit and understood neutrality from the first arrival of the enemy."

The French disembarked powerful artillery, which was destined for an attack on Barbados, at Sandy Point, but the ship containing the heaviest and most effective part of it struck the rocks and sank. They were lucky enough, however, to find eight brass 24-pounders, 6,000 balls of that calibre, two 13-in. brass mortars and 15,000 shells which owing to carelessness on the part of the defenders had not been carried up to the works, waiting for them at the foot of the hill. These proved "a most seasonable and necessary supply to them in the prosecution of the siege." The French had their headquarters at Sandy Point, but the defenders plied their heavy cannon and mortars with such effect that the town was soon destroyed. Batteries were multiplied on batteries all round the hill; by day and night they cannonaded and bombarded the garrison, and the fire of twenty-three



BRIMSTONE HILL, THE GIBRALTAR OF THE WEST INDIES
From an engraving by J. Harris of a painting by Lieutenant Caddy, 1837.



pieces of heavy cannon and twenty-four large mortars was concentrated on a spot of ground not exceeding 200 yards in diameter. Small wonder that the garrison, which displayed the greatest fortitude and patience, and lost only one man through desertion, was compelled to capitulate, which it did on February 13th. It was accorded honours of war in the fullest sense, and every condition proposed, whether in favour of the garrison or the island of St. Kitts, was agreed to. The men of the 1st Battalion of the Royal Scots and the flank companies of the 15th Regiment (now the East Riding, Yorkshire Regiment) were sent to England pending their exchange, and the Marquis de Bouillé with his wonted magnanimity absolved by a particular article, as "an avowed acknowledgment of their gallantry," Governor Shirley and Brigadier-General Fraser from the condition of being considered prisoners of war. Governor Shirley was allowed to return to Antigua, and General Fraser to continue in the service of his country.¹

The gates of Brimstone Hill bear the dates 1793-1794—an anxious time in English history. The fortress was abandoned at the time of the Crimean War, over seventy years ago. It is still possible to trace the ruins of the various barracks, mess-rooms and magazines, and one can picture the busy appearance the hill must have presented in the old days. The fortress is now deserted and overgrown in many places with bush, in which fragrant-smelling myrrh is found in profusion. It is not advisable to leave the beaten paths, though a ramble to the reservoir is interesting. This reservoir, which is built of solid masonry, provided an abundance of water for the garrison for many months.

The Government of St. Kitts has of late devoted a small annual grant to the preservation of this fortress—the "Gibraltar of the West Indies," as it has been called. When much of the bush and undergrowth was cleared away, the ruins of many buildings, the existence of which had been forgotten, were brought to light.

¹A full account of the gallant defence of Brimstone Hill is given in "West Indian Tales of Old." London: Duckworth and Co.

Among them were a hospital and barracks, which, it is said, had only just been completed when the hill was abandoned. A profitable lime-burning industry is carried on by the Government, under the charge of the Director of Public Works, at the foot of the hill.

The next place which deserves a visit is St. Thomas' Church at **Middle Island** (3 miles farther), in the churchyard of which—under a roof to protect it from the elements—is the tomb of Sir Thomas Warner, the founder of the colony. This great coloniser died at St. Kitts on March 10th, 1648, universally respected. His tomb is inscribed :

AN EPITAPH VPON THE . . .
 NOBLE & MVCH LAMENTED GENT' SIR
 THO WARNER K^t LIEVTENANT
 GENERALL OF Y^e CARRIBEE
 IELAND & GOVER^r OF Y^e
 IELAND OF S^t CHRIST^s
 WHO DEPARTED THIS
 LIFE ON 10 OF
 MARCH 1648.

First Read then weepe when thou art hereby taught
 That Warner lyes interr'd here, one that bought
 With losse of Noble bloud the Illustrious Name
 Of A Comander Greate in Acts of Fame.
 Traynd from his youth in Armes his Courage bold
 Attempted braue Exploites, and Vncontroll'd
 By fortunes fiercest frownes hee still gaue forth
 Large Narratiues of Military worth
 Written with his swords poynt but what is man
In the midst of his glory and who can
Secure this Life A moment since that hee
Both by Sea and Land so long kept free
At mortal stroakes at length did yeeld
Grace to Conqueringe Death the field

FINE CORONAT.

[The words and letters in italics, which are missing on the tombstone, are from a copy of the inscription made in 1785 in the Davy MSS.]

St. Thomas is the parish church of Old Road.

Every visitor to St. Kitts should endeavour to see the sister island of Nevis, which can be reached by motor-launch from Basseterre.

NEVIS

Nelson's Island.

NEVIS (Nievis, or Mevis, as it used to be called in the old days) is separated from St. Kitts by a narrow strait only two miles wide, but from Basseterre, St. Kitts, to Charlestown, its capital, the distance is 13 miles. The area of Nevis, which is situated between latitudes $17^{\circ} 05'$ and $17^{\circ} 13'$ N. and longitudes $62^{\circ} 31'$ and $62^{\circ} 37'$ W., is 50 square miles, and population 11,569. Like St. Kitts, the island is volcanic and the general characteristics of both are somewhat alike, but Nevis is to a great extent covered with volcanic ashes from former eruptions, while St. Kitts is almost free from them. Nevis is practically one large mountain cone rising to a height of 3,596 feet.

INDUSTRIES. Sugar used to be the principal industry of Nevis, but the cultivation of Sea Island cotton has taken its place, and the production of coco-nuts is steadily expanding. Yams, sweet potatoes, corn, etc., are also cultivated to a considerable extent.

CLIMATE. The climate of Nevis is very similar to that of St. Kitts, though the rainfall is less, the average for thirty years being only 53 inches. The thermometer ranges between 70° and 85° Fahr. during the greater part of the year. There are practically no streams in the island, and the water-supply is derived from a catchment area of about sixty acres in extent high up on the mountain, and stored in public reservoirs, which furnish Charlestown and some country districts with good water.

HISTORY. Nevis was discovered by Columbus in 1493, on his second voyage, and was so called by him because its cloud-capped summit reminded him of snow. The island was included in the grant to the Earl of Carlisle in 1627, and colonised by the English from St. Kitts in the following year. In 1629 the settlement was nearly destroyed by the Spaniards, and in 1706 it was ravaged by the French, who destroyed property to the value of half a million, and carried off between three and four thousand slaves. The island was taken by the French under the Marquis de Bouillé in 1782, but restored to Great Britain by the Treaty of Versailles in the following year.

CONSTITUTION. Nevis forms part of the Presidency of St. Christopher and Nevis, which also includes the island of Anguilla. These islands were united by a Federal Act of the Leeward Islands Legislature in 1882.

ACCOMMODATION. The *Bath House Hotel* is recommended. Boarding and lodging, 12s. 6d. (\$3.00) per day. *Branchdene House*. Board and lodging, 10s. (\$2.40) per day. *Mrs. Daniell's Boarding House*. 8s. 4d. (\$2.00) per day.

COMMUNICATIONS. Nevis is visited by the passenger steamers of the Canadian National Steamships northbound and southbound fortnightly. It can also be reached by motor-launch from St. Kitts. The boat fare from steamer to the shore is 1s. (24c.) per passenger. **Motor-cars** can be hired at several garages. The usual charge is about 1s. (24c.) per mile. For the drive round the island (20 miles) a special bargain should be made. **Riding-horses** can be obtained for about 1s. (24c.) per hour. They are very sure-footed.

SPORTS. There are ample facilities for **Bathing** (from a sandy beach), **Sailing** and **Boating**. The island has **Lawn tennis**, **Cricket** and **Racing** clubs. Good **Fishing** can be had, but there is not much shooting though on occasions in the fall of the year flights of plover give fair sport, and in the highlands mountain doves, as well as blue and ramier pigeons, can be obtained.

SIGHTS. In **Charlestown**, the capital (population about 1,100), which lies on the shore of a wide-curving bay, the remains of the house in which Alexander Hamilton, the great American statesman who drafted the Constitution of the United States, was born on January 11th, 1757, are pointed out. The ancestral estate, about 1½ miles to the south-east of the town, is still called "Hamilton's." From Nevis Hamilton migrated to St. Croix, where he entered a merchant's firm (see page 322).

In **St. Paul's Church** there is a window to the memory of the Right Rev. Daniel Gateward Davis, the first Bishop of Antigua, who had been previously Rector of the parish. He was consecrated in 1842, when the diocese of Antigua was separated from that of Barbados, and died in London in 1857. A tombstone marks the last resting-place of John Higgins (1763-1821), the founder of the Bath House, to which reference is made below. It is inscribed :

Here lies the body of John Huggins, Esquire, who died on the 6th day of December, 1821, aged 58 years. He began a career of usefulness as a merchant in this town. In private life he was a firm friend, an affectionate husband, and a sincere Christian. In public life he gave universal satisfaction as Clerk

of the Assembly and Deputy Treasurer of this island. Not many years before his death he became proprietor of the hot springs over which, out of good will towards his fellow creatures, he erected convenient baths, and at a short distance a large and expensive stone edifice for the accommodation of invalids. This stone was put up by his widow.

The old **Bath House Hotel** is a conspicuous building a little more than quarter mile to the south-west of Charlestown. It serves as a link with the past when Nevis was a fashionable health resort. Here are situated the famous hot springs, which have a temperature of 108° Fahr., and prove of undoubted efficacy in the treatment of gout, lumbago, sciatica, and kindred ills to which the flesh is heir.

The actual date of the construction of the Bath House is not known, but on a stone the figure 17— is still clearly decipherable. The house is stated to have cost £40,000, and there is no reason to doubt this, for it is very solidly built of stone—so solidly, indeed, that it has withstood the hurricanes of over a century. The architect evidently sought to combine strength with coolness, for it has lofty vaulted roofs, stone corridors, and wide verandas. The rooms too are very spacious and airy. During the days of depression after the abolition of slavery the hotel fell into disrepair and it was closed in 1870. It was, however, reopened some years ago, and is again receiving the patronage of many visitors. The view from the verandas over a wide expanse of sea, the town and the whole length of St. Kitts, with St. Eustatius beyond, is quite enchanting, and has been justly praised by many visitors.

The Bath has also been restored. Immediately above it a cool lounge with an open veranda is provided, which adds to the comfort of bathers. Mr. John C. Thresh, who analysed the water some years ago, reported that it closely resembled that from the Wildbad Thermal Springs of Würtemberg, which are extensively used in cases of chronic rheumatism and gout; and he added that it contained no constituent which would render it deleterious for drinking purposes, and that he found it free from all signs of pollution. The analysis of the

thermal water gave the results, expressed in parts per 100,000, shown below :

Calcium carbonate	14.0
Magnesium carbonate	15.7
Sodium carbonate	5.65
Potassium sulphate	3.1
Sodium sulphate	3.55
Sodium chloride	13.55
Sodium nitrate	3.3
Silica with trace of sodium silicate	4.85

Total solid constituents dried at 180° C.=63.0 63.7

The efficacy of the waters was recognised as far back as 1625 by " Robert Harcourt of Stanton Harcourt in the County of Oxford, Esquire," who in his " Relation of the Voyage to Guiana," published in Purchas' Voyages, says of " Meues " (Nevis) :

In this Island there is an hot Bath, which as well for the reports that I have heard, as also for that I have seene and found by experience, I doe hold for one of the best and most soveraigne in the World. I have heard that divers of our Nation have there been cured of the Leprosie, and that one of the same persons now, or lately dwelt at Woolwich neere the River of Thames, by whom the truth may be knowne, if any man desire to be further satisfied therein. As for my own experience, although it was not much, yet the effects that I found it work both in my selfe, and other of my company in two dayes space, doe cause me to conceive the best of it. For at my coming thither, I was grievously vexed with an extreme cough, which I much feared would turne me to great harme, but bathing in the Bath, and drinking the water, I was speedily cured ; and ever since that time I have found the state of my body (I give God thanks for it) farre exceeding what it was before, in strength and health.

In 1672, Richard Blome wrote of the springs as being " much frequented for the curing of the several distempers of the Body of Man." The Rev. Mr. Smith, in his " Natural History of Nevis," 1745, tells how it cured a negro boy of leprosy. " Indeed, all distempered People, both Whites and Blacks, find great benefit by it." He adds that after bathing and exposure to the trade-wind, and after partaking of half-a-pint of Madeira wine, he " was almost as nimble as Mountebank's

Tumbler." Grainger in 1764 stated that the waters possessed all the properties of the Hot-well at Bristol. It was round the visitors to the Bath House, early in the nineteenth century, that the plot of "The Gorgeous Isle" was woven by Gertrude Atherton, who also deals at some length with Nevis in "The Conqueror," one of her most popular novels.

At **Fig Tree Church** (2 miles from pier), the Register containing the entry of the certificate of Nelson's marriage to Mrs. Nisbet, a resident of Nevis, is preserved. The entry runs: "1787, March 11th, Horatio Nelson, Esquire, Captain of his Majesty's ship the *Boreas*, to Frances Herbert Nisbet, widow." This historic register was brought to London for the Colonial and Indian Exhibition in 1886, where it attracted much attention. At the time of her wedding the bride was in her twenty-third year, and her first husband, a doctor, had been dead for eighteen months. Prince William Henry, afterwards King William IV, gave the bride away. The church also contains a mural tablet bearing the following inscription:

William Woolward of this island Esq. Died 18th of February of 1779. Aged 53 years. He married Mary the Daughter of Thomas Herbert, Esq. To whose joint Memory This Tablet is erected By their only Daughter Frances Herbert: Who was first married to Josiah Nisbett, M.D., And since to Rear-Admiral Nelson who for his very distinguished services has been successively created a Knight of the Bath; and a Peer of Great Britain by the Title of Baron Nelson of the Nile.

The ruins of **Montpelier** (2½ miles from pier), where Nelson's wedding was conducted, are also pointed out. One of the pillars of the old entrance gate has a tablet upon it inscribed:

ON THIS SITE STOOD
MONTPELIER HOUSE,
WHEREIN
ON THE 11TH DAY OF MARCH, 1787.
HORATIO NELSON,
OF IMMORTAL MEMORY,
THEN CAPTAIN OF H.M.S. BOREAS,
WAS MARRIED TO
FRANCES HERBERT NISBET.

The hero's memory is also perpetuated by **Nelson's Watering-place**, a creek about three miles to the north of Charlestown. According to a local tradition the future victor of Trafalgar could be seen daily with his spy-glass on **Saddle Hill Peak** and **Battery** ($2\frac{1}{2}$ miles by road) whilst he was in Nevis.

About a quarter of a mile from Charlestown on rising ground is the old **Queen's House**, now the hospital.

The **Jew's Burial Ground** on the north of the Government road and to the south-west of "Ramsbury" estate, which has been cleared of bush, has much interest.

At **St. Thomas'**, Lowland (about 3 miles from Charlestown), there is a curious old tombstone, rescued some years ago from an old Quaker burial ground at Pollard's, on which is inscribed the following epitaph upon Captain Jacob Lake, who succeeded Sir Thomas Warner as Governor of Nevis :

HERE LYES THE MIROUR OF EACH MARTIAL MIND
RELIGION WHO CONFIRMED AND REFINED
IN ALL HIS ACTIONS WHO WAS FORTUNATE
AN ATLAS TO SUPPORT THE WEIGHT OF STATE
THIS ISLANDS SAFEGARD AND HER FOES DECREASE
THE FLOWER OF ARMES AND THE TOWER OF PEACE
NOW NEVIS MOURNE READING THIS EPITAPH
HERE JACOB RESTETH AND HERE LYES YOUR STAFFE.
HERE LYETH THE BODY OF CAPTAINE
JACOB LAKE ESQUIER LATE GOVERNOUR OF THIS ISLAND NEVIS
WHO DEPARTED THIS LIFE IN OCTOBER 1649.

By the side of this tombstone is another to the memory of Governor Lake's daughter.

A drive **Round the Island** is recommended. The distance is 20 miles, and the road excellent. The views *en route* are very attractive. To Newcastle at the extreme north of the island the distance is $7\frac{1}{2}$ miles.

The ascent of **Mount Nevis**, or Nevis Peak (3,596 feet), though unattended with difficulty, should be undertaken by the able-bodied only. The view depends largely upon atmospheric conditions, and there is frequently a cloud capping the summit. When the weather is favourable, Barbuda, Redonda, St. Kitts, St. Eustatius, and Saba can be distinctly seen. Time should be considered as

being of no object, and refreshments should be taken to beguile the tedium of the journey !

ANGUILLA

The Snakeless Snake Island

ANGUILLA, the most northerly of the Leeward Islands about 60 miles north-west of St. Kitts, has an area of 35 square miles. It has as dependencies the "Dogs" and neighbouring islets, and a population of 4,230. Geologically it consists of coral lying on trap rock and covered at irregular intervals by a mixture of red or yellow clay with coralline debris.

INDUSTRIES. Cotton, coco-nuts and sisal are cultivated in the island, the chief industries of which were until recently the raising of live-stock and the production of salt and garden stock.

CLIMATE. Anguilla is very healthy, and there is a marked absence of malaria and other tropical ailments from this island.

HISTORY. The island, which derives its name from its resemblance to a snake, or possibly from its having been supposed to be infested with snakes, was discovered by Columbus on his second voyage in 1493. It was colonised by the English in 1650. In 1689 the settlers, having been maltreated by the Irish and French, were transferred to Antigua.

MONTSEERRAT

The Emerald Island of the West

MONTSEERRAT, which lies in latitude $16^{\circ} 45' N.$ and longitude $61^{\circ} W.$, 27 miles to the south-west of Antigua and 33 to 35 miles from Nevis, has an area of about $32\frac{1}{2}$ square miles, and a population of 11,673. It is entirely volcanic, and has three groups of mountains, the highest elevation being the Soufrière (3,002 feet) in the southern part of the island. The hills rise in steady slopes from the sea, and are cultivated to a height of 1,500 feet. The cultivated land is mainly on the western and south-eastern sides. A natural forest clothes the summits of the two main ranges, and as a consequence streams are plentiful ; but the northern hills being almost denuded of trees, the land

in that part of the island is for the most part dry and unprofitable. Plymouth, the capital (population 1,534), stands on the south-west coast, and has an open roadstead; behind it is St. George's Hill, standing out by itself. A peculiarity about Montserrat is that its inhabitants speak with a distinct Irish brogue, which is traceable to the fact that in the seventeenth century the island was almost entirely peopled by Irish.

INDUSTRIES. The cultivation of Sea Island cotton is the staple industry, and many acres are devoted to this crop. The cultivation of limes, originally begun by Mr. Burke in 1852, has since been carried on by the well-known Birmingham family of Sturge. Papain, the dried juice of the papaw (*carica papaya*), which is well known for its remarkable digestive qualities, is also exported to some extent.

CLIMATE. The climate of Montserrat is comparatively cool and very healthy, there being no indigenous malaria in the island, owing, probably, to the fact that it is so well drained. Though the southern part is rather dry as the result of deforestation, the north has an abundance of water. The mean annual temperature is 78° Fahr., the rainfall from 40 to 80 inches.

HISTORY. Montserrat was discovered by Columbus in 1493, on his second voyage, and named by him after a mountain near Barcelona. It was first colonised by the English under Sir Thomas Warner in 1632, but was captured from them by the French in 1664. In 1668 it was restored to England, in whose possession it remained until 1782, when it capitulated to the French. It was again ceded to England in 1784, and since that date it has remained a British colony.

CONSTITUTION. Montserrat, which is one of the Presidencies of the British Leeward Islands colony, has an Executive and a Legislative Council over which the Commissioner presides in the absence of the Governor.

ACCOMMODATION. **Plymouth.** Good accommodation can be obtained at *Coco-nut Hill House*, on a hill five minutes' walk from the landing-place. Board and lodging, 10s. 6d. (\$2.52) per day.

COMMUNICATIONS. Montserrat can be reached from England *via* Barbados; also from Canada. The *boat fare* from steamer to the shore is 1s. (24c.) per passenger. Weekly communication is maintained with Antigua and St. Kitts by a Government contract sloop. There are good driving roads through the island. **Motor-cars** can be hired at reasonable rates, and a **Motor-launch** can be chartered for coastal expeditions.

SPORTS. There is a **Lawn tennis** club and also a good **Cricket** club, to both of which visitors are admitted. There are, too, a few private lawn tennis courts,

SIGHTS. **Plymouth**, the capital (population 1,534), has few attractions for visitors beyond the charm of its tropical atmosphere and surroundings. The school chapel of **St. Mary's** was built in 1838 as a thank-offering for the emancipation of the slaves, and was enlarged in 1885.

In **St. Anthony's Church**, just outside the town, are tablets to the memory of the Laffoon family, 1772, and the Hon. Alex. Gordon, President of the island, who died on June 16th, 1790. The original church was rebuilt in 1730, enlarged in 1893, and restored in 1900, after having been destroyed by the hurricane in the preceding year. The silver chalices are inscribed :

THIS CHALICE WAS PRESENTED BY THE FREE LABOURERS OF THIS ISLAND AS A THANK-OFFERING TO GOD FOR THE BLESSING OF FREEDOM VOUCHSAFED THEM ON THE 1ST AUGUST, 1828.

In the south part of the island there is a school chapel built in 1891 and dedicated to **St. Patrick**.

Government House (5 minutes' walk from Plymouth) is a modern building three stories in height and surrounded by wide verandas on the cliffs facing the sea. It stands on the site of a former Government House erected in 1750, and is surrounded by very beautiful grounds.

Gage's Soufrière ($\frac{1}{2}$ hour's ride) and **South Soufrière** ($1\frac{1}{2}$ hours' ride) should both be seen. Permission can usually be obtained from the proprietor to visit Gage's Soufrière. It would be an ideal spot for the erection of a bathing establishment, as there are hot and cold springs near it, the former being impregnated with mineral matter, chiefly calcium chloride. South Soufrière is beautifully situated on the south side of Chances Mountain, which rises to a height of 3,002 feet in the southern group. It has several boiling springs and vents which emit steam and sulphurous vapours. Around it there are deposits of gypsum and sulphur.

A drive across the island to **Harris Village** (about 4 miles from Plymouth) in the hills near the centre of the island is worth taking for the sake of the beautiful tropical scenery.

In the Roman Catholic burial ground in St. Patrick's on the road to O'Garas at the south of the island is a headstone to the memory of Michael Dardis, Esq., "who departed this Life on Thursday the 23rd day of Febr'y 1797 . . ." formerly "Surgeon on Board the *Vestal* Capt. Samuel Hood (now Lord Hood), when she engaged and took the *Bellona* a French Frigate of superior Force after a severe and bloody Conflict, upon which occasion the following Epigram was written

In vain Bellona mounts the Gallic Gun
To try the Honor of the British Nun
Chaste as she lived so bravely shall expire
There's no extinguishing the Vestal Fire!

The island was once strongly fortified, and the ruins of many forts and batteries, including **Fort Barrington** and **Fort St. George**, can be visited. From the position of these defences, which protected the various roads and passes, it is evident that the fortifications were very carefully planned. Fort St. George is on the summit of St. George's Hill (1,200 feet), a ride of about twenty minutes from Plymouth. It commands a fine view of the town and surrounding country. Fort Barrington is an easy walk of about twenty minutes from Plymouth. It was so named after Sir Samuel Barrington (*see* page 175).

Visits may also be made to cotton, lime, and cacao plantations.

For those in search of quiet Montserrat affords a delightful haven of rest.

DOMINICA

"Animis opibusque parati."

The Island's Motto.

DOMINICA, the largest of the British Leeward Islands, of which it is a Presidency, and the third in size of the British West Indian Islands, is 29 miles long by 16 miles broad, and has a total area of 291 square miles, and a population of 41,051. It lies between latitudes 15° 10' and 15° 40' N. and longitudes 61° 14' and 61° 30' W.,

85 miles south-east of Montserrat and half-way between the French islands of Guadeloupe and Martinique, from each of which it is distant about 30 miles. The island is of volcanic formation and very mountainous, having a range of lofty hills running north and south, with spurs branching off to the sea. Its mountains tower above those of all the other Antilles, and Morne Diablotin (4,550 feet) is the culminating peak of the Caribbean Andes. Dominica is well watered, and is said to have 365 rivers, or one for every day of the year, though new-comers are generally told that one or two more have just been discovered! The rivers, which teem with fish, rise in the higher lands, and often form grand waterfalls in the course of their journey to the sea. The principal of them are the Layou and Pagoua, which nearly intersect the range of mountains in the middle of the island. At this part, the range resolves itself into undulating country of some 20,000 acres in extent, varying from 200 to 1,500 feet in height, called the Layou Flats, which is reached by the Imperial Road. This road, eighteen miles in length, extends to Bassinville.

Roseau, the capital, on the leeward side of the island, has only an open roadstead, but Prince Rupert's Bay on the west coast, near the north of the island, is a very fine natural harbour. It is protected by two hills—the Cabrits—at the end of a promontory on the north which was once strongly fortified. William Gifford Palgrave, the great writer and traveller, considered that the natural beauty of Dominica surpassed that of any island in the eastern or western tropics. "In the wild grandeur of its towering mountains, some of which rise to five thousand feet above the level of the sea; in the majesty of its almost impenetrable forests; in the gorgeousness of its vegetation; the abruptness of its precipices, the calm of its lakes, the violence of its torrents, the sublimity of its waterfalls, it stands without a rival, not in the West Indies, only, but, I should think, throughout the whole island catalogue of the Atlantic and Pacific combined."

INDUSTRIES. The early French settlers pinned their faith on coffee, and by the end of the eighteenth century the exports of this commodity were valued at no less than £6,000,000. Then the plantations were attacked by blight and, in the place of coffee, sugar was cultivated on the lower lands and about 6,000 hogsheads were exported annually. Sugar, has however, for various reasons, long since ceased to be an article of export from Dominica, and in many seasons insufficient is manufactured in the island to satisfy local requirements. When the price of sugar fell to a point which made it no longer a remunerative crop, the planters, under the lead of Dr. John Imray, had the foresight to turn their attention to other industries, with the result that the products of the lime tree (*citrus medica* var. *acida*)—including fresh and pickled limes, raw and concentrated lime juice, citrate of lime, essential oil, and otto of limes—cacao, and oranges are now the principal articles exported. As a lime-producing island Dominica is now far ahead of Montserrat, which received a severe setback from a severe hurricane. Dominica has a great variety of timber, the virgin forests containing lofty trees yielding woods suitable for cabinet making and building, and sulphur must also be included among its products.

CLIMATE. The climate of Dominica, always healthy, is at its best from the end of October until the beginning of June. The temperature on the sea-board varies from 70° Fahr. to 90° Fahr., but in the hills it frequently falls as low as 60° Fahr. The rainfall varies considerably, being about 80 inches in some parts and over 250 inches in others. During the winter months there is an almost constant sea-breeze blowing, and the nights are nearly always cool. The climate is specially suited to people with a tendency to pulmonary complaints. For very many years no cases of typhus, enteric, or scarlet fever have occurred, and white residents enjoy remarkable longevity.

HISTORY. Dominica derives its name from the fact that it was discovered by Columbus on a Sunday (the Spanish *Domingo*)—the actual day being Sunday, November 3rd, 1493. The island was included in a grant made by Charles I to the Earl of Carlisle; but every attempt to subdue the original Carib inhabitants having failed, it was agreed by the Treaty of Aix-la-Chapelle, in 1748, that Dominica, St. Vincent, St. Lucia, and Tobago should be considered neutral, and that the Caribs should be left in undisturbed possession of them. In spite of this arrangement, the French, attracted by its great fertility, settled in the island and established plantations, but Dominica was wrested from them by the English in 1759, and assigned to Great Britain by the Peace of Paris in 1763. The lands were surveyed and sold by Commissioners in London in lots for £312,092.

In 1778 the island was invaded by a French force under the Marquis de Bouillé, from Martinique, and the garrison capitulated on September 7th, after a stubborn resistance. The French troops marched into Roseau "in most regular and

solemn order, the drums beating a slow march, and the French soldiers, with small boughs and flowers in their hats by way of laurels, with assumed fierce countenances as they came by our small force, seemed to threaten it with instant dissolution."

Matters became critical for the English, and island after island fell into the hands of the French; but Rodney saved the situation by inflicting a severe defeat on the French fleet under de Grasse in the memorable sea fight between Dominica and Guadeloupe on April 12th, 1782 (*see* page 244), and Dominica, with all the other islands except Tobago, was restored to Great Britain by the Treaty of Versailles in the following year. The inhabitants were greatly elated at the restoration of British rule, and were so eager to assist in hoisting the Union flag of England on the flagstaff, that they nearly pulled the halliards to pieces and broke down the flagstaff by the force of their numbers.

The French republican, Victor Hugues, invaded the island with a force from Guadeloupe in 1795, but he was beaten off, and the only other attempt to seize it was in 1805, when 4,000 French soldiers under General La Grange landed, and, covered by an overwhelming fire from the ships, captured Roseau, the British Governor, Brigadier-General Prevost, effecting an orderly retreat to the fort at Prince Rupert's Bay at the north. But the task of reducing the colony proved too much for the invaders, who after burning Roseau—accidentally, it is stated—and exacting a payment of £12,000 from the inhabitants, withdrew after five days, having vainly summoned the Governor to surrender, and sailed to Guadeloupe. The House of Assembly voted General Prevost 1,000 guineas for the purchase of a sword and a service of plate; the Patriotic Fund gave him £100 for a sword, and £200 for a piece of plate, and he was also presented by The West India Committee with a piece of plate of the value of three hundred guineas in recognition of the "distinguished gallantry and high military talents which he displayed on this occasion." On his return to England he was created a baronet. The centenary of this period, which is still spoken of locally as "La Grange," was celebrated in Dominica in 1905, when an exchange of courtesies, by cable took place between the officers of the Duke of Cornwall's Light Infantry, which formed part of the defending force (the rest consisting of the Royal Artillery, the 1st West India Regiment, and the Colonial Militia), and the Administrator of the island. A regimental dinner was held in honour of the occasion, at which plate presented to the regiment by the grateful colonists was used.

CONSTITUTION. The government of Dominica, which was incorporated with the Leeward Islands in 1833, is conducted by an Administrator, assisted by an Executive Council of ten members. In July, 1898, the Legislative Assembly, which was previously partly elected and partly nominated, passed an Act abrogating itself, and substituting the Crown Colony system.

A Legislative Council was then created consisting of twelve members, and in 1925 the elective principle was reintroduced. The Council now includes four elected members. The Administrator presides in the absence from the Presidency of the Governor of the Leeward Islands.

ACCOMMODATION. At the boarding-houses of *Miss Shew*, *Mrs. Musgrave*, and *Mrs. Tavernier* the charges for board and lodging are about 12s. 6d. (\$3.00) a day. At the *Hotel de Paz* the charges are about the same. Light meals can be obtained at the Morne Refreshment Rooms on Morne Bruce. (See page 240.)

COMMUNICATIONS. Dominica can be reached from England *via* Barbados, Guadeloupe or Martinique, and from Canada and the United States without change of steamer. The **Boat fare** from steamer to shore is 1s. (24c.).

There is a **Motor-launch** service between Roseau and Portsmouth in Prince Rupert's Bay. Mahaut, St. Joseph and Colihaut are visited *en route*. Special trips can be arranged.

Motor-cars can be hired in Roseau. There being no fixed tariff, terms should be settled before hiring.

SPORTS. **Cricket, Football and Lawn tennis** are the principal amusements, and there are clubs devoted to each, to which visitors are admitted if introduced by members. The lawn tennis courts of the Dominica Lawn Tennis Club are said to be among the best in the West Indies. A certain amount of **Shooting** can be had. Wild pig are occasionally found in the interior; also agouti and opossum. There is fair river and sea **Fishing**, and excellent river **Bathing**.

CLUBS. The **Dominica Club** and the **Union Club** are open to visitors upon introduction. The Free Library—the gift of Mr. Andrew Carnegie—opened in 1906, overlooking the sea, is also accessible to visitors.

SIGHTS. **Roseau** (population 6,803), the capital of Dominica, has, beyond its historical associations, its picturesque appearance, and the hospitality of its people, little to commend it, but the country round is unequalled for beauty. It was in this town that Père Labat, at the close of the seventeenth century, met Madame Ouvernard, the pure-blooded Carib Queen of the island, who was at the time of his visit one hundred years of age, and presented to her a couple of bottles of "eau-de-vie de cannes"—otherwise rum! The streets are mostly wide, and macadamised, but some of the older ones still have a gutter running down the middle, which is practically impassable during the tropical downpour of rain. The houses are, for the most part, constructed

of wood, but many stand upon stone foundations. A terrace of better built houses faces the sea. The town is connected with the telephone system, which extends all over the island, and it is lighted by electric light, the electricity being generated by water-power from one of the rivers.

The **Post Office** is situated almost opposite the landing jetty, and can be seen from the steamer. The **Victoria Museum**, in a building formerly occupied by the Victoria Memorial Library, was opened on October 23rd, 1911. It contains an interesting entomological collection, Dominican and West Indian Caribstone implements.

St. George's Church (Protestant) was built in 1820 with money provided by a grant from the Legislature, aided by public subscriptions, to replace one destroyed by a hurricane in 1818. It is a substantial stone building of no particular architectural merit; but the interior has a reverent and dignified aspect. The beautiful windows were put in to the memory of various members of the Stedman family, which for nearly a century has been connected with the chief mercantile house in the island. The various mural tablets bear names of many who have been intimately connected with the government of Dominica, including the Hon. James Laidlaw, Deputy Commissary General Price, Lieut.-Col. Emes, William Frederic Scott Nicolay, and Major John Langley. In the churchyard stands the Imray Memorial School, a handsome wooden structure built by local members of the Church of England in memory of Dr. John Imray, to whom Dominica owes much of its prosperity through the introduction of lime cultivation. In the old Church of England cemetery there are many interesting tombstones, some of which date back to 1780. The **Roman Catholic Cathedral** also deserves inspection. By far the greater number of inhabitants are Roman Catholics.

The **Market**, situated to the left of the "Bell" jetty (so called after Sir Hesketh Bell, Administrator from 1899 to 1906) and at the back of the Post Office, though less commodious than others in the West Indies, is well built,

and amply serves its purpose. There is also a railed-off space forming an open market, for the use of which a small toll is exacted from those having wares and produce to sell. Early in the morning, during market hours, the scene here is busy and diverting. Near the mouth of the Roseau River there is also a fish market.

The **Public Garden** was laid out under the care of Dr. John Imray to commemorate the federation of the Leeward Islands.

Fort Young, built in 1775, is now used as a Police Station, and the Ordnance Stores, built in 1784, have been turned into a Boys' School.

The **Botanic Garden** at the back of Roseau, about half a mile from the landing-place and on the right-hand side of the road which leads up the Roseau valley, is well laid out, and is a never-failing source of interest to visitors. It was started during the governorship of Sir William Haynes-Smith in 1891, and is at present the most beautiful in the West Indies. Almost every variety of tropical plant known can be seen there, and the oranges, limes, cacao, rubber, nutmegs, and pine-apples, which are cultivated in quarter-acre patches, serve to show at a glance the advantages of the soil and climate of Dominica. The garden was sadly knocked about by a hurricane in September, 1930, which did much damage to cultivation.

Immediately above the garden to the south-east, is the **Morne Bruce**, an elevated plateau about 500 feet above the level of the sea. Light meals and also rum punches can be obtained at the Morne Refreshment Rooms. In a military burial-ground behind the Morne many British soldiers were laid to rest in the days when Dominica was garrisoned. The conventional tomb surrounded by railings is the last resting-place of General Trotter. The cemetery has been cleared of bush and planted with palms in the form of a cross. The neighbourhood enjoys the reputation of being haunted, and the black folk will tell you that on dark nights the tramp of phantom soldiers and the sounds of the bugle can be heard there. On the edge of the Morne, overlooking the garden, are precipitous cliffs, with gentle slopes suitable for

cultivation at their foot. The land is undulating, with a rich sheltered hollow immediately under the Morne. The site is well sheltered from the prevailing winds. An abundant supply of water is available from the mains of Roseau reservoir, which pass through the middle of the station.

The **Bar Gate of Loubière**, a quarter mile south of Roseau, is a narrow pass which was the scene of the successful defence of the colony when it was attacked by General La Grange in 1805 (*see* page 237).

The famous **Sulphur Springs** of Wootton Waven (within easy reach of Roseau by motor-car), which are said to afford a remarkable cure for rheumatism and aches and pains in general, are an hour's ride from Roseau.

The excursion to the **Waterfalls**, a ride of $1\frac{1}{2}$ hours up the beautiful Roseau Valley, is deservedly popular. Another favourite expedition, and one which will give the visitor an insight into the glories of tropical scenery, is that to the **Freshwater Lake** in the interior of the island. The lake is situated at an altitude of 3,000 feet, and can be reached on horse-back in from $2\frac{1}{2}$ to 3 hours. The ride is a delightful one, not the least pleasing feature of it being the shrill note and incessant humming of the humming-birds, the sound of which is in marked contrast to the funereal tone of the "Siffleur Montagne," a bird of brilliant red and blue plumage, only to be found at high altitudes in Dominica.

The Freshwater Lake itself presents no remarkable features; but it is an object of awe and dread to the superstitious blacks, who associate it with all kinds of terrifying fables. Some believe it to be bottomless, and connected by an underground channel with a certain part of the sea between Pointe Michel and Soufrière called l'Abîme or l'Abys. They aver that this theory must be correct, as a brave Carib chief once dived into the lake, and reappeared at l'Abîme. Others allege that a mermaid lives in the water, and that she will assuredly drag them to her submarine home unless they devoutly cross themselves and utter certain incantations! The origin of such tales is probably traceable to the legend related

by Oldmixon as far back as 1708. The natives, he said, tell all strangers

a strange Tale of a vast monstrous Serpent, that had its Abode in the before-mentioned Bottom (an inaccessible Bottom among the high mountains). They affirm'd, there was in the Head of it a very sparkling Stone, like a Carbuncle of inestimable Price; that the Monster commonly veil'd that rich Jewel with a thin moving skin, like that of a Man's Eyelid, and when it went to drink or sported itself in the deep Bottom, it fully discover'd it, and the Rocks all about receiv'd a wonderful Lustre from the Fire issuing out of that precious Gem.

There is a rude shelter by the side of the lake, where ponies can be tied up while the visitor proceeds afoot to the famous **Rosalie View**. Here there is one of the most magnificent vistas in the West Indies. From a foreground of tall tree-ferns, rubber trees, and a wealth of tropical foliage, stretch eight or nine miles of densely wooded valley and mountain, ending in the dim and blue distance with the surf-fringed shore of Rosalie Bay on the windward coast.

A visit to the **Boiling Lake**, which was rediscovered many years ago by a party of three, headed by the late Dr. (afterwards Sir) Henry A. Alford Nicholls, C.M.G., is a more serious undertaking. The lake is really an active volcano, and may be described as a small geyser of boiling sulphur, about 300 feet long by 200 feet wide. The journey to it is arduous, and not unattended with risk. Visitors to the lake usually camp out in the woods or sleep at the village of Laudat overnight, in order to enable them to begin the more difficult part of their journey in the early morning. Two mountains, each about 3,000 feet high, have to be traversed, and the descent of the second of these, Morne Nicholls, is extremely dangerous, especially in wet weather, when the slightest slip may land one in a boiling spring at the bottom.

Having safely negotiated these mountains, one reaches the "Valley of Desolation." Rightly has it received this appellation, for a more desolate locality it would be hard to find! Its chief characteristic is a number of springs of a variety of colours—coffee-coloured, red

black, and ashy-grey. After an hour's steady walking and climbing over gargantuan boulders, the lake itself is reached. The sight is awe-inspiring. Frequently a rumbling is heard, and a large column of water is ejected to a height of 10 feet, while periodically the whole of the lake is emptied by means of some subterranean channel. Palgrave, who visited the lake in 1876, described the phenomenon in these terms in his essay "West Indian Memories" published in his "Ulysses" in 1887 :

Fenced in by steep, mostly indeed perpendicular banks, varying from sixty to a hundred feet high, cut out in ash and pumice, the lake rages and roars like a wild beast in its cage ; the surface, to which such measurements as we could make assigned about two hundred yards in length by more than half the same amount in breadth, is that of a gigantic seething cauldron covered with rapid steam, through which, when the veil is for a moment blown apart by the mountain breeze, appears a confused mass of tossing waves, crossing and clashing in every direction—a chaos of boiling waters. Towards the centre, where the ebullition is at its fiercest, geyser-like masses are being constantly thrown up to the height of several feet, not on one exact spot, but shifting from side to side, each fresh burst being preceded by a noise like that of cannon fired off at some great depth below ; while lesser jets often suddenly make their appearance nearer the sides of the lake.

A drive should be taken up the **Imperial Road** (so named because it was a gift to the island from the Mother Country in 1898), which runs into the interior. The road was begun in 1899, at a cost of £15,000, which was defrayed from Imperial funds. It is eighteen miles in length and extends to Bassinville. Unfortunately it has not been kept in as good a state of repair as is desirable. The views from Sylvania of the mountains, and from Lancashire through the valley to the sea, seven miles distant, are incomparably beautiful. A few miles farther on is Riversdale, situated at the highest part of the Layou Flats.

A drive for a few miles along the **Coast Road** to the north or south of Roseau conveys to the visitor from overseas a good idea of the dwellings, and manners and customs of the West Indian peasantry, which are a

never-ending source of interest. About two miles to the south of the town is the fishing village of **La Pointe Michel**, fringed with graceful coco-nut palms. Many of the residents are refugees from the Martinique villages which were destroyed by the eruptions of Mont Pelé (see page 310). A visit can be paid to Portsmouth, at the head of Prince Rupert's Bay to the north, by motor-launch (see next page) and also the scene of Rodney's victory over de Grasse in 1782.¹

Island after island had fallen into the hands of the French who were contemplating an immediate descent upon Jamaica, and the outlook was black indeed when on February 19th Sir George Rodney arrived at Barbados. He proceeded to Gros Islet Bay, Saint Lucia, where he was kept informed by a chain of frigates and look-outs on Pigeon Island of the movements of de Grasse, who was lying in Fort Royal Bay, Martinique. On April 8th a preliminary engagement took place between Sir Samuel Hood and the French Admiral. Four days later, on the eventful April 12th, one of de Grasse's vessels, which had lost her foremast and bowsprit, was being towed into Guadeloupe by a frigate when Rodney gave chase. De Grasse at once formed his line of battle. Rodney recalled his chasing ships and followed suit. An engagement soon became general. This was at 7 A.M., and at 11 the breeze freshened, and Rodney and Hood closed up with the enemy's van. The opposing fleets were in single line ahead on parallel but opposite courses, when Rodney, seizing his opportunity, executed the brilliant manoeuvre, famous ever after, of breaking the enemy's line. By thus dividing the enemy's fleet into two portions which could not afford mutual support he secured a complete and signal victory. With his flag flying in the *Formidable* (90 guns) he bore up to engage the French flagship, *Ville de Paris*, sinking on his way the *Diadème* with a single broadside. Before he could reach her, however, the *Ville de Paris* was compelled to yield to the *Barfleur*,

¹A detailed account of the "Battle of the Saints" is given in "West Indian Tales of Old." London: Duckworth and Co.

de Grasse fighting gallantly to the last, until only he himself and two unwounded men remained on the upper deck. This was at 6.30 P.M. The English lost 261 killed and 837 wounded; while of the French no fewer than 14,000 were accounted for as killed and wounded.

In this memorable engagement, which secured to England her West Indian Colonies, the English fleet was slightly superior in numbers, consisting of thirty-six ships and 2,640 guns, as compared with thirty-four ships and 2,500 guns of the French, but the latter carried an extra complement of 5,500 men and a complete train of battering guns and field pieces for the conquest of Jamaica. The *Ville de Paris*, a magnificent three-decker of 2,300 tons and 110 guns, which was the gift of the City of Paris to Louis XV, and cost £176,000—no small sum for a single ship of those days—was sent home by Rodney as a prize with five others, and with three of his own ships which had been seriously damaged, under the command of Admiral Graves; but unfortunately she and the *Glorieux* went down in a hurricane with all hands. A florid clock from the superb French vessel, the solitary hand of which was moved by the sentry on duty, can be seen at the Museum of the United Service Institution in Whitehall.

Rodney reached England on September 21st, 1782, and was at once raised to the peerage and granted a pension of £2,000 a year for himself and his successors (which was only compounded a few years ago), in addition to the similar amount which he was receiving as a reward for having defeated De Guichen off Martinique in 1780. He died on May 21st, 1792, and a monument was erected to his memory at the Nation's expense in St. Paul's Cathedral.

In the market-place at **Portsmouth**, at the head of Prince Rupert's Bay, is an old stone structure, about four feet square, in a fair state of preservation. It is commonly called Prince Rupert's tomb, but it is said to be that of Lord Cathcart, who died at sea while on a military expedition, and is alleged to have been buried here. In 1887 it was opened by some enterprising

young midshipmen in the presence of the late Sir Clements Markham, who was the guest of his cousin in the *Active*, but no vestige of any remains was found. On the old War Office plan, dated 1771, by Robert George Bruce and Nathan Marshall, engineers, it is certainly marked as Lord Cathcart's monument. On the Cabrits, the hills forming the north arms of the bay are the Governor's former residence and the military buildings erected probably in 1770. Nelson, when on the West Indies station in the *Boreas*, frequently put into this harbour for wood and water.

By those desirous of visiting the **Carib Settlement**, a motor-boat should be taken to Marigot, whence it can be reached on foot or horse-back, the distance being eleven miles. The Caribs live their own life and have their own "King" who holds sway over their settlement. When the Prince of Wales visited Dominica on September 26th, 1920, King Coriette Jules and his suite went over to Roseau to greet His Royal Highness. King Jules was succeeded by a Carib rejoicing in the name of "Jolly John."

Permission can readily be obtained to visit lime and cacao estates, and many profitable days can be spent by the more enterprising visitors in exploring the virgin forests which still cover a great part of this beautiful island.

THE VIRGIN ISLANDS

St. Ursula's Archipelago

It is related of a certain Cabinet Minister that when asked in the House of Commons, if he could state where the Virgin Islands were situated he replied that he could only say they were a long way from the Isle of Man ! This was substantially correct.

Geographically the Virgin Islands consist of a group of islands and islets which lies in latitude $18^{\circ} 27' N.$ and longitude $64^{\circ} 39' W.$, about 60 miles to the eastward of Porto Rico. The British Islands in this group include Tortola, Virgin Gorda, Anegada, Jost van Dyke, Peter's

Island, and Salt Island, besides numerous small islets, which have a total area of 58 square miles and a population of 5,082, or 87.6 to the square mile, and form the "Virgin Islands," a Presidency of the Leeward Islands. The United States own St. Thomas, St. John, and St. Croix, which comprise the "Virgin Islands of the United States" (see page 314), and also Bieques, or Crab Island, and Culebra, the two islands nearest to Porto Rico; but it is doubtful whether these can properly be included in the Virgin group.

Tortola (population 4,222), whose name is the Spanish for "turtle dove," is hilly and rugged, Mount Sage rising to a height of 1,780 feet. It is an irregular shaped island 10 miles long by $3\frac{1}{2}$ broad, and is divided from Virgin Gorda by a channel known as Sir Francis Drake's Channel, through which that great navigator took his ships on his way to attack Porto Rico in 1595. Roadtown, the chief town (population 410), is a port of registry, and Road Harbour, on which it stands, is about one mile long by half a mile wide. It faces south-east and has a safe approach and deep water. **Jost Van Dyke** (population 350), a rugged and mountainous little island due west of Tortola, was the birthplace of Dr. William Thornton who designed the American Capitol at Washington. Its name indicates its probable Dutch discovery and colonisation. **Virgin Gorda** (population 417) lies to the north-east of Tortola. It is square in shape, with two arms extending to the north-east and south-west, and it is almost broken into two distinct parts, the south-west peninsula being flat, while the rest is rugged and mountainous, Virgin Gorda Peak rising to a height of 1,370 feet. On the north side is Gorda Sound, forming a capacious and well-protected, though not very accessible, harbour, and the south-western end is strewn with huge masses of granite extending to the south in a series of islets, the most notable of which, from its likeness to a ruined city, is known as **Fallen Jerusalem**. Hakluyt thus described Virgin Gorda: "La Virgin Gorda is an high island and round, and seeing it you shall espie all the rest of the

Virgines which lie east and west one from another and are bare, without any trees."

Anegada (population 459), the "inundated" island, is the most northerly of the Lesser Antilles. It has an area of 13 square miles, and despite its name does not suffer from an excessive rainfall.

Sombrero (population 5)—known to generations of sailors as Spanish Hat, owing to its peculiar shape—is a bare rock rising from the sea to a height of 40 feet in the channel dividing the Virgin Islands from the other Leeward Islands, to neither of which it belongs at present, though it is British. It was on this desolate island that Robert Jeffrey, an armourer's mate of the 18-gun brig *Recruit* was marooned by his commanding officer, Captain the Hon. Warwick Lake, as a punishment for misdemeanours in December, 1807. After eight days, during which he managed to sustain life on a few limpets and rainwater, he was picked up by an American ship and taken to Marblehead, Mass., where he secured work as a smith. Meanwhile the Commander-in-Chief had caused Sombrero to be searched for the man, but it was not until 1810 that he was discovered in the United States and brought to England in H.M.S. *Thistle* which was sent out specially to bring him home. Jeffrey, after his case had been raised in the House of Commons, received £600 compensation from the British Government and Captain Lake was court martialled and dismissed the service. Jeffrey afterwards exhibited himself in London. Sombrero was once leased to a company which exported phosphates of lime, but the lease expired in 1893. On August 10th, 1904, an Order in Council was passed annexing the island to the Leeward Islands at a date to be appointed by the Governor by proclamation. The remaining English islands which are inhabited are **Salt Island** (population 52), **Peter's Island** (population 42), and **Thatch Island** (population 15).

INDUSTRIES. A small quantity of sugar is produced by peasants, who own and cultivate the land in the Virgin Islands. They also grow Sea Island cotton, the cultivation of which was introduced in 1903, raise cattle, and catch fish. A lime industry has also been established. The peasants take their

produce in small boats to St. Thomas, and this constant sailing among the reefs and currents which surround the Virgin Islands makes them the finest seamen in the West Indies. They are a hardy, intelligent race, remarkably distinct from the inhabitants of the neighbouring islands. Their trade is mainly with St. Thomas, St. Croix, and St. John, and to a smaller extent with Haiti and Santo Domingo. Fibrous plants, such as agaves and bromelias, grow wild in Tortola. The native women are renowned for the Spanish drawn-thread work which they execute with great skill.

CLIMATE. The climate of the Virgin Islands is more healthy than that of many other West Indian islands, the heat being less oppressive. The thermometer rarely rises over 90° Fahr., and at night often falls as low as 65° Fahr. The average annual rainfall is about 55 inches. The islands are occasionally visited by hurricanes.

HISTORY. The Virgin Islands were discovered by Columbus on his second voyage in 1493, and named by him in honour of St. Ursula and her fellow martyrs. Tortola is said to have been first settled in 1648 by Dutch buccaneers, who were driven out by Englishmen of the same profession in 1666. The island and its dependencies were soon afterwards annexed to the Leeward Islands Government in a commission granted by Charles II to Sir William Stapleton.

CONSTITUTION. A civil government and courts of justice were established in the British Virgin Islands in 1773. The Governor of the Leeward Islands ordains the laws.

ACCOMMODATION. There are no hotels in the Virgin Islands, but a boarding-house in Tortola is available for visitors. Board and lodging, 10s. (\$2.40) per day.

COMMUNICATIONS. A **Motor-launch** frequently runs between Tortola and St. Thomas, which can be reached from England *via* Barbados or Martinique, and from New York. (See Appendix I.) The ponies though small are very sure-footed. There are no motor-cars in the Presidency.

SPORTS. There is a **Cricket Club** in Tortola, and much enjoyment can be derived from **Boating, Shooting, and Fishing.** Tarpon (called locally "Bass"), king-fish, cavally, barracouta, etc., afford excellent sport for the rod, while pigeon, doves and wild duck fall to the gun.

SIGHTS. Many pleasant rides can be enjoyed in **Tortola**, which has a coast road extending for a distance of 20 miles from the west to the east end, and also bridle-paths in the mountains. The views from the mountain tops are magnificent, and so rare is the atmosphere that islands forty miles distant can be seen from them on a clear day. Near **Roadtown** are the **Botanical Gardens** and the **Experimental Station** established by the

Imperial Department of Agriculture in 1900. Beyond these the only "sights" are two old cemeteries, **Fort Charlotte**, and an old Fort at Packwood Point.

In **Virgin Gorda** there are natural baths formed of massive blocks of granite, said to have been used by the Caribs, and an old copper mine. The mine was opened in 1839 and closed in March, 1842. Fifty tons of ore valued at £2,500 were exported in 1841, and 170 tons valued at £3,400 in 1842. Work was restarted in 1859, between which year and 1862, when the mine was again closed, 1,092 tons and 7 cwt. of ore valued at £15,220 were exported. On **Salt Island** the salt Ponds are of interest, while on **Norman Island** the old Pirates' Caves should be visited. They can be reached in small boats. A few years ago an iron chest containing treasure was found in the caves.

An island of sentimental interest is **Dead Man's Chest**, immortalised by R. L. Stevenson in "Treasure Island," who, though he never visited it, wrote :

" Fifteen men on The Dead Man's Chest—
Yo-ho-ho, and a bottle of rum ! "

This rock, when seen from a distance, appears a flat surface, almost level with the surface of the water ; but on a nearer approach, it assumes a regular shape, which has been compared by one of the Spanish Fathers who first visited the country, to a table with a coffin lying upon it ; whence it has its name, in Spanish *el Casa di Muerti*, which means nothing more than a coffin, but, literally translated, is the Dead-man's chest, its present English name.—*Waller's " Voyage in the West Indies, 1820."*

Describing the amenities of these islands in *The West India Committee Circular* in 1921, Mr. John Levo wrote :

One can imagine no better holiday for a fisherman than cruising in a motor-boat among the islands, with a tent for shore of nights, with food and conversation enriched from the day's catch. It is a common occurrence here, bank-fishing off Peter Island, for the angler to catch his king-fish and then lose it again in the jaws of a shark. One man with a rod, and another with a gun, would make an effective combination, and give an additional zest to the sport. Good health, a perfect climate, a moderate and sure return for small capital and congenial work—all are to be experienced in a land so beautiful that to

describe it one turns from ineffectual speech to its pregnant and expressive name: The Virgin Islands. Summits of the fabled Atlantis, a chain of gems threaded upon a band of azure waters—a rosary meet for the bosom of the Virgin—here they lie at rest, waiting to be known, unchanged in aspect since the caravel of Columbus first broke into their calm. They offer ideal and material gifts to those who come to them; and less hardy adventurers than their discoverer would find their beauty undisturbed and serviceable, and perhaps be wisely tempted to stay and make them, by adoption, their own.

Visitors to the West Indies wishing to leave the beaten track would find a short sojourn in the unpretentious island of Tortola of great interest.

CHAPTER IX

JAMAICA AND ITS DEPENDENCIES

"Indus uterque serviet uni."

The Colony's Motto.

JAMAICA, the largest of the British West Indian islands, lies towards the north of the Caribbean Sea, about 90 miles south of Cuba, and 1,150 to the north-west of Barbados. It is rather more than twice the size of Lancashire, having a total area of 4,207 miles, and its population is approximately 950,000. The total length of the island is 144 miles, its extreme breadth 49 miles, and its least width (from Kingston to Annotto Bay) $21\frac{1}{2}$ miles. Turks and Caicos Islands (population 5,612), with an area of 169 square miles, though geographically part of the Bahamas, are a dependency of Jamaica. So, too, are the Cayman Islands (population 5,253), whose area is 87 square miles, lying 110 to 156 miles north-west of the west end of Jamaica, the Morant Cays, three tiny coral islets, with an area of two square miles, 33 miles south-east of Morant Point, and the Pedro Cays, about 40 miles south-west of Portland Point, the most southerly point near the centre of the coast.

Jamaica is very mountainous, and history relates that Columbus, wishing to describe its features to Queen Isabella, took a piece of paper in his hands and crumpled it up. The main ridge of mountains runs east and west, with spurs extending to the north-west and south-east, the latter terminating in the east in the famous Blue Mountains, the highest peak of which has an altitude of 7,388 feet. The island is indented with many bays and harbours, notable among which are Port Antonio at the eastern end, and Montego Bay at the

western end of the north coast, and Old Harbour and Kingston, both on the south side of the island. The last named, which is the finest harbour in the West Indies, has a total area of about 16 square miles, and it is computed that its depth, over at least seven square miles, is from seven to ten fathoms. The harbour is protected by a long spit of sand called the Palisadoes, $7\frac{1}{2}$ miles long, at the extremity of which stands the town of Port Royal.

Jamaica has many rivers and streams, mostly rapid. The principal are Black River, famed for its Maggotty Falls, which runs through St. Elizabeth, in the south-west, and is navigable for 25 miles, and the Rio Grande in the north-east. While most are picturesque, the Roaring River, with its beautiful falls in St. Ann's Parish, and the Rio Cobre, which empties itself into Kingston Harbour, are specially noteworthy in this respect. Among many other streams are Plantain Garden River, in the parish of St. Thomas, which waters a broad and fertile valley, and Martha Brae River, near the mouth of which are Falmouth town and harbour. The island is divided into three counties : Surrey in the east, Middlesex in the centre, and Cornwall in the west ; but these divisions are of little importance politically, local affairs being under the control of Boards in fourteen parishes, which form the true political divisions.

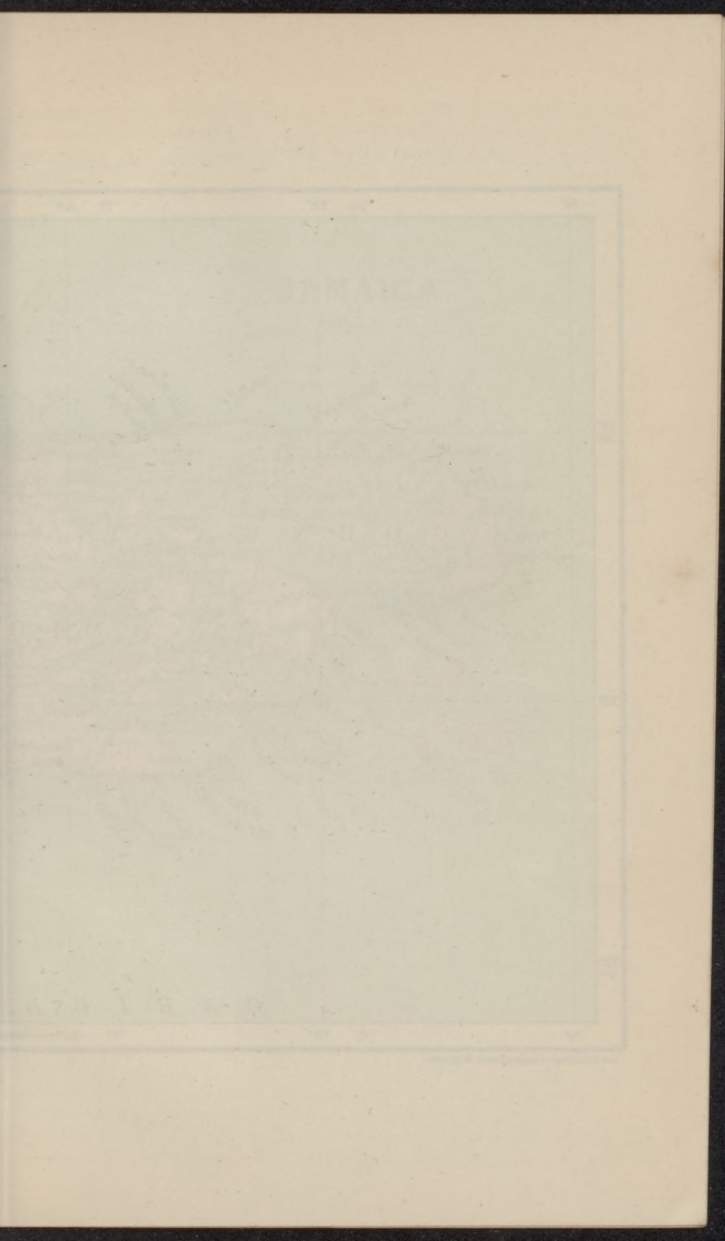
INDUSTRIES. Jamaica possesses large areas of land at various altitudes well suited for the cultivation of all tropical and sub-tropical products. In the old days sugar and rum were supreme, but in 1893-94 they were supplanted for the first time as the principal industries of the island by fruit, which has since been steadily growing in importance. Over 20,000,000 bunches of bananas are exported from the island annually. Jamaica is famous for its rum, and on a few estates sugar-canes are grown primarily with the object of rum manufacture. The coffee from the Blue Mountains of Jamaica fetches the highest price of any in the world, and the ordinary estate coffee is excellent. Jamaica is the main source of supply of pimento, or allspice. Bitter-wood, ebony, fustic, lignum-vitæ, and logwood are among the woods exported, and the dye is now extracted from the latter by a secret process at the West India Chemical Works at Spanish Town and also at a factory at Lacovia in St. Elizabeth. Tobacco is grown and Jamaica cigars are manufactured at several

factories. Baskets and "jippi jappa" hats—similar to Panamas—are also made in considerable quantities. Prominent among the industries is pen-keeping cattle, or sheep, horse and mule breeding, and dairying, the pens being large farms, which afford a lucrative and healthy occupation to many of the inhabitants.

CLIMATE. Jamaica offers a variety of climates. Near the sea-level the temperature varies from 68° Fahr. to 85° Fahr., but in the mountains it often falls as low as 45° Fahr. on winter nights. Houses in the Blue Mountains even have fireplaces, and on Blue Mountain Peak frost is not unknown. There are two principal rainy seasons, namely, in May and October, but there is generally more or less rain all through the summer months. As a rule, less rain falls in Kingston than in most other parts of the island. The heat is tempered by sea breezes, appropriately called "The Doctor," during the day and land breezes by night.

HISTORY. Jamaica, the largest of the British possessions in the West Indies, was discovered by Columbus on May 3rd, 1494. He called it St. Jago, after the patron saint of Spain, but it reverted to its native name "Xaymaca" ("well wooded and watered"). On his fourth and last voyage he again visited the island. Being caught in a violent storm, he ran his ships aground in St. Ann's Bay, on the north coast. The exact spot now bears the name of Don Christopher's Cove. When Columbus died in 1506, his son Diego inherited his property, and went out to Hispaniola (the island now divided between the Republics of Haiti and Santo Domingo) as Governor. On arriving there he found that Jamaica had been partitioned between two Spaniards, and, accordingly, in order to establish his rights, he sent out Esquivel, or Esquimel, to found a settlement in the island under his direction. The settlement was established on the north side; but between the years 1520 and 1526, the colonisation having extended to the south, the town of St. Jago de la Vega, now Spanish Town, was founded, and this soon became the chief town.

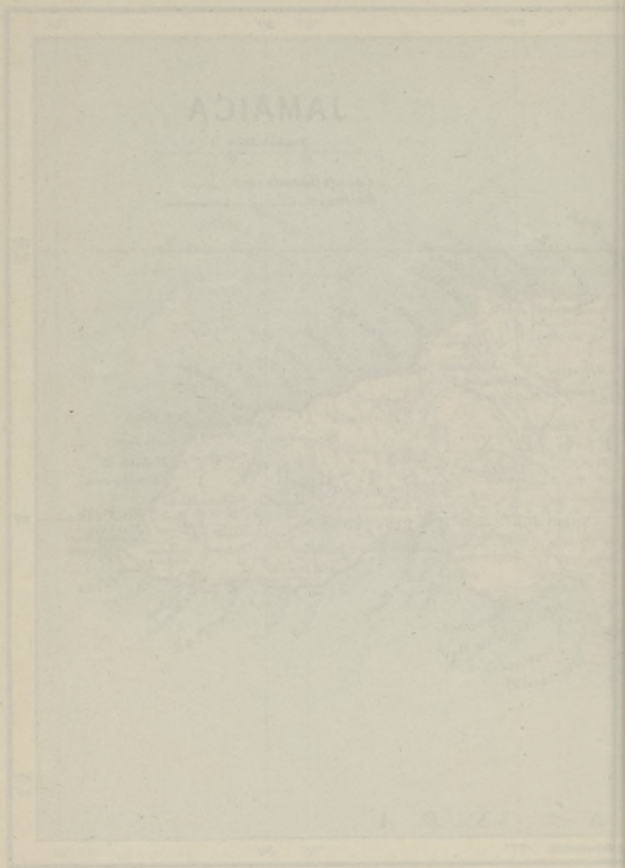
In 1596 the island was raided by the English under Sir Anthony Shirley, who attacked and plundered Spanish Town, and in 1643 Colonel Jackson, with 520 men from the Windward Islands, landed at Port Royal and exacted a ransom from the defenders. But Jamaica remained Spanish for 161 years, and it was not until May 11th, 1655, that it changed hands. On that eventful day it yielded to a force under Admiral Penn and General Venables, sent out by Cromwell against the neighbouring island of Haiti. In 1657-58 an attempt was made to recapture the island for Spain; but it failed as most of the Spanish colonists were apathetic. Those who were not joined the Maroons, or runaway slaves, in the interior of the island. So began the long series of troubles with the Maroons who were not finally pacified until 1796 when, following a rebellion, many of them were deported to Nova Scotia. In June, 1670, the British occupation of Jamaica was formally recognised by the Treaty of Madrid.



JAMAICA

1843

Wm. Mitchell



Colonisation proceeded, and there was a large influx of soldiers, who did not make good colonists, and also of very undesirable refugees. A number of settlers also came from Nevis and other West Indian islands. Jamaica became one of the head-quarters of the Buccaneers, a daring band of freebooters of all nationalities, who were opposed to the rule of Spain. These freebooters were in the habit of drying their meat on wooden grills called "boucans," to which circumstance they owed their name.

CONSTITUTION. Jamaica has a Legislative Council, consisting of the Governor, who has only a casting vote, five *ex-officio* members, such other persons; not exceeding ten in number, as the King may appoint, and fourteen persons elected by the people. The elected members have control in financial matters. The Council is dissolved at the end of five years from the last preceding general election, if it has not been previously dissolved. There is also a Privy Council, with the usual powers and functions of an Executive Council.

ACCOMMODATION. Jamaica has hotels and boarding-houses to suit every purse. The figures given below are the *minimum* rates for board and lodging per day. Special terms are usually quoted for a long stay.

The *Myrtle Bank Hotel*, with garden sloping down to the harbour, and private swimming pool, 32s. (\$7.68). The *Constant Spring Hotel*, recently rebuilt and beautifully situated, 6 miles from Kingston, 40s. (\$9.60). The *South Camp Road Hotel*, 24s. (\$5.76). The *Grenville Private Hotel*, 16s. (\$3.84). *Melrose House Hotel*, 16s. (\$3.84). *Earl's Court Hotel*, 14s. (\$3.36). The *Doric Hotel* (Constant Spring Road), 16s. (\$3.84). The *Grange*, 12s. (\$2.88). The *Manor House Hotel*, Constant Spring, 20s. (\$4.80). *Roslyn Hall Guest House*, Old Hope Road, 16s. (\$3.84). *Y.M.C.A. Hostel*, 76, Hanover Street, 8s. (\$1.92). *Y.W.C.A. Hostel*, North Street, 6s. 6d. (\$1.56).

Balaclava. *Balaclava Station Hotel*, 12s. (\$2.88).

Bath. Accommodation can be obtained at the *Thermal Springs* (see page 291) on application to the Matron or to the Clerk, Bath Corporation, Bath P.O. 14s. (\$3.36).

Black River. *Waterloo Hotel*, 16s. (\$3.84).

Falmouth. *Mrs. Steer's*, 12s. (\$2.88).

Flamstead. *Flamstead Hotel* (3,800 feet), 14s. (\$3.36).

Hardwar Gap. *Green Hill*, Newcastle, 12s. (\$2.88).

Malvern. Santa Cruz Mountains, *Malvern Hotel* (2,200 feet) 14s. (\$3.36).

Mandeville. *Mandeville Hotel*, 16s. (\$3.84). *Newleigh Hotel*, 16s. (\$3.84). *Bloomfield Hotel*, 14s. (\$3.36).

May Pen. *Shevlin Hotel*, 10s. (\$2.40).

Milk River. *Milk River Bath* (Boarding House), 14s. (\$3.36).

Rippling Banks, about a mile up the river, 12s. (\$2.88).

Moneague. *Moneague Hotel*, 20s. (\$4.80).

Montego Bay. *Doctor's Cave Hotel*, 20s. (\$4.80). *Ethelhart Hotel*, 20s. (\$4.80). *Beach View Hotel*, 20s. (\$4.80). *Richmond*

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Hill Inn, 20s. (\$4.80). *Hotel Coral Cliff*, 20s. (\$4.80). *Staffordshire Hotel*, 16s. (\$3.84). *Hotel Nirvana*, 16s. (\$3.84).

Ocho Rios. *Shaw Park Hotel*, 30s. (\$7.20).

Port Antonio. *Titchfield Hotel* (owned by the United Fruit Company), 32s. (\$7.68). *Waverley Hotel*, 16s. (\$3.84). *De Montevin Lodge*, 15s. (\$3.60). *Mrs. Wates's*, 14s. (\$3.36).

Port Maria. *Palm Beach Hotel*, 16s. (\$3.84).

Port Royal Mountains. See Flamstead above.

St. Ann's Bay. *Osborne Hotel*, 20s. (\$4.80).

The figures quoted above are *minimum* rates. The list is not exhaustive.

The Government Railway (see opposite).

MONTEGO BAY LINE

PORT ANTONIO LINE¹

	Miles	Height above sea.		Miles	Height above sea.
Kingston	—	8	Kingston	—	8
Gregory Park	6½	21	Bog Walk	20½	288
Grange Lane	9	50	Riversdale	26¾	503
Spanish Town	11¾	94	Troja	31	734
Hartlands	15	65	Richmond	36	456
Bushy Park	20	49	Highgate	38	800
Old Harbour	22¾	69	Albany	42½	139
May Pen	32½	205	Annotto Bay	50	135
Four Paths	37	176	Buff Bay	58½	139
Clarendon Park	42½	220	Orange Bay	61½	6
Porus	46¾	435	Hope Bay	66¼	7
Williamsfield	53	1300	St. Margaret's Bay	69½	4
Kendal	54¾	1352	Port Antonio	75	3
Greenvale	61	1680	EWARTON BRANCH ¹		
Balaclava	70½	800	Kingston	—	8
Appleton	76¾	425	Linstead	23¾	365
Maggotty	80	780	Ewarton	29	760
Ipswich	85¾	783	FRANKFIELD BRANCH ²		
Catadupa	94	1074	Kingston	—	8
Cambridge	97¾	399	Suttons	42½	626
Montpelier	103	392	Chapelton	46	606
Anchovy	105¾	718	Morgan's Pass	49	
Montego Bay	112¾	4	Crooked River	51¾	
			Trout Hall	53¼	
			Frankfield	56	

¹ Connects at Bog Walk, to which the route is identical with that of the Montego Bay Line.

² Connects at May Pen.

Intending visitors to Jamaica should communicate with the Tourist Trade Development Board (*see* page 262).

COMMUNICATIONS. Jamaica can be reached from England and the United States direct, and from Canada *via* Bermuda and the Bahamas (*see* Appendix I). The island enjoys frequent steamship communication with Colon, and Cuba can be reached from it by steamer of the United Fruit Company, leaving Kingston, as a rule, every Wednesday for Santiago, which it reaches on the following day. In the opposite direction the steamer leaves Santiago every Thursday and reaches Kingston next day.

There are many garages in Kingston and the larger towns at which **Motor-cars** can be hired. The usual charge is about 1s. (24c.) or 1s. 6d. (36c.) per mile.

The Jamaica Government Railway (gauge, 4 feet 8½ inches) starts from the west end of Kingston, which it connects with Spanish Town (33 min.), Old Harbour (1 hour 9 min.), Porus (2 hours 27 min.), and Montego Bay (7¼ hours). Another line extends from Spanish Town to Bog Walk (25 min.) and Port Antonio (3½ hours—4 hours and 20 min. from Kingston). From Bog Walk, Ewarton is reached by a branch line (27 min.), and another branch line opens up the Rio Minho valley and Upper Clarendon from May Pen. Motor-cars meet all the trains at the principal stations. In the tables opposite are the names of the stations and their distances from Kingston.

Kingston has a service of **Electric trams** which traverse the principal streets, proceeding as far as Constant Spring to the north, Rock Fort to the east, and Papine to the north-east for Hope Gardens.

SPORTS. **Lawn tennis** is played at the Liguanea Club at Knutsford Park, near Halfway Tree, at the St. Andrew Club at the Cross Roads and on the ground of the Kingston C.C. at Sabina Park, and at many hotels, boarding houses, and private homes. The **Golf Links** the Jamaica Golf Club are at Constant Spring; and there are also links at the Liguanea Club. **Cricket** is very popular, and the clubs devoted to that game include those of Kingston, Kensington, the Garrison, Melbourne, Clovelly, and Lucas. **Polo** is played weekly at the Camp, on the ground of the Kingston Polo Club at Knutsford Park, and at Drax Hall, in Saint Ann. **Yachting** and **Rowing** can be enjoyed in Kingston and other harbours. Bournemouth Bath on the Rock Fort road is a favourite resort for **Bathing** and dancing, and the bathing at Doctor's Cave at Montego Bay is unsurpassable. There is fair sport in Jamaica for **Rod and Gun**. Blue pigeon, the bald-pate, the ring-tail pigeon, the white-wing, the pea dove, the white-belly, and the partridge are the principal game-birds. The close time is from March 1st to about July 15th, or sometimes even to August 21st. Jamaica is visited every winter by large flocks of duck and teal, besides snipe, which afford good sport. Snook, snappers, and tarpon are to be caught with rod or hand-

line at the mouths of nearly all the rivers. Tarpon also abound in the bays and inlets, and often scale over 100 lb. Higher up the rivers, mountain mullet, sand-fish, snook, tarpon, and drummer are all to be caught. **Racing** takes place under the Jamaica Jockey Club at Knutsford Park, and also on the old Kingston race-course, and in the country districts. Jamaica has upwards of 2,000 miles of main roads, most of which are well suited for **Motoring**. The gradients rarely exceed 5 per cent., or 1 foot in 20, though occasionally gradients of 20 per cent. are met with. Motorists are advised to consult the official "Itinerary of the Main Roads," published at the Government Printing Office. The Jamaica Automobile Association has its office in Coronation Building at the corner of King and Tower Streets.

CLUBS. **Kingston.** The **Jamaica Club** at 59, Hanover Street in Kingston, founded in 1872, welcomes visitors. The **Liguanea Club** at Knutsford Park, opened by Chief Justice Sir Fielding Clarke in 1910, and the **St. Andrew Club** off Cross Roads, founded in 1895, are select "Country Clubs." The **Royal Jamaica Yacht Club** has a club-house in Rae Town, which commands a splendid view of Kingston Harbour. **Montego Bay** and the other towns of importance also have comfortable social clubs.

SIGHTS. Steamers bound for Kingston from the north proceed through the Windward Passage, the strait 45 miles wide between Cape Maysi in Cuba and Mole St. Nicolas in Haiti. At the southern end of it is the flat Navassa Island, which was taken possession of, in the name of the United States, by one Peter Duncan on July 1st, 1857. For some years guano was recovered from it. Its only residents are the keepers of its tall lighthouse and wireless operators.

Leaving Navassa to port, steamers take a westerly course and coast along the south shores of Jamaica until they reach Port Royal, at the extremity of a spit of sand, seven miles long, called the Palisadoes which encloses Kingston Harbour. Here they are boarded by the health officer, and having been granted pratique they proceed along a buoyed channel to Kingston. The grim Apostles' Battery—so called from the number of embrasures—Fort Henderson and Fort Augusta are passed in succession on the left, and it is not until the steamer is quite near the city that Kingston is seen nestling at the foot of the superb mountains, the nearer of which is the Long Mountain, with the famous Blue

Mountains beyond. The heights on the left are the Healthshire Hills on which Rodney had his look-out when he was on the Jamaica station from 1771 to 1774.

Kingston, the capital of Jamaica (population 62,560), is the largest town in the British West Indies, and in recent years it has been much improved. Its streets are laid out on a rectangular plan, and its principal streets are traversed by electric cars (*see* page 257).

The city was founded in 1692, when Port Royal, till then the chief town, was destroyed by an earthquake which was followed by a fire in 1702, and the survivors moved to the lower part of Liguanea, the property of Sir William Beeston, where Kingston now stands. It was not, however, until 1870 that the seat of government was transferred to it from Spanish Town by Governor Sir John Peter Grant.

On January 14th, 1907, Kingston was almost completely devastated by earthquake and fire.

The season was at its height and the number of visitors was swelled by a distinguished party, including Lord Dudley and Mr. Jesse Collings, brought out by the great shipowner, Sir Alfred Jones, in the R.M.S. *Port Kingston*, to attend the West Indian Agricultural Conference, which was to be held in Kingston for the first time. The day opened brilliantly fine, the sun shining from a cloudless sky, and there was no indication of the impending disaster. In the morning the Conference met at the old Mico College in Hanover Street, and was opened by the Governor, Sir Alexander Swettenham. An adjournment was made for lunch, and at 2.30 the delegates reassembled. Shortly after, a loud-rumbling noise was heard, which was at first taken to be heavily laden waggons passing down a neighbouring street. The rumbling became a roar, punctuated by an appalling series of bangs, and in a moment the whole room was shaken violently up and down, the floor rising and falling in a distinct series of waves. Windows fell out, pictures came tumbling down, and all was confusion, the room being filled with debris. Similar scenes were being enacted all over the city, which for long after the first shock was quite covered by a pall of dust. Fire assisted in the work of destruction, and it is estimated that the loss of life was between 1,000 and 1,500 persons, while that of property was set down as from £1,000,000 to £1,500,000. Parliament voted £150,000 and a loan of £800,000 for the relief of the sufferers and for rebuilding, and Kingston has arisen phoenix-like from its ashes a far finer city than it was before.

Steamers visiting Kingston usually lie alongside one of the piers which juts out into the harbour, with tin tabernacles upon them, where the usual Customs formalities are observed.

On emerging from these Customs sheds, the first street one enters is Port Royal Street, parallel with the harbour front, in which many merchants' offices and warehouses are situated. Towards the eastern end of it is the picturesque domed building of the Royal Mail Steam Packet Company, which accommodates the **Cable Offices**.

Harbour Street, which runs parallel with Port Royal Street, is an important business thoroughfare. Near its east end, on the south side, is the **Myrtle Bank Hotel**. Constructed in the old "Mission" style it replaces a red brick building destroyed in 1907. It has a pleasant garden running down to the harbour's edge and a delightful swimming pool.

Harbour Street is intersected near the centre by **King Street**, the most important thoroughfare in Kingston, which extends from the water front through Victoria Park to the northern limits of the city.

Near the water side is a statue of Sir Charles Metcalfe, Governor from 1839 to 1842, by Edward Hodges Baily, R.A., a pupil of Flaxman, which was first erected in Spanish Town, the House of Assembly voting £3,000 for the purpose. It was subsequently placed at the top of King Street, but was removed to its present site in 1898, to make room for a statue of Queen Victoria.

Sir Charles Metcalfe is represented bareheaded and wearing the insignia of the Order of the Bath. On the pedestal is the following inscription :

THIS STATUE
IS ERECTED IN HONOUR OF
THE RT. HON. SIR CHARLES THEOPHILUS METCALFE, BART., K.C.B.
NOW BARON METCALFE
BY THE GRATEFUL INHABITANTS OF JAMAICA
IN COMMEMORATION
OF THE BENEFITS DERIVED FROM
HIS WISE, JUST AND BENEFICIAL ADMINISTRATION
OF THE GOVERNMENT OF THIS ISLAND
A.D. 1845.

The lower pedestal, erected to receive Rodney's statue (now in Spanish Town, *see* page 276) is inscribed :

12 FEET WEST OF THE
CENTRE OF THE PEDESTAL,
COMMANDER GREEN,
U.S.N. IN 1875 ERECTED THE
LONGITUDE STATION OF
KINGSTON AND FOUND IT TO BE
5h. 7m. 10.65s. ($76^{\circ} 47' 39.8''$)
WEST OF GREENWICH.

I. J.

[*Institute of Jamaica*]

Proceeding from the Metcalfe statue up King Street, one comes to the **Victoria Market**, on the right, a commodious iron structure, which cost, including the purchase of the land, £27,778. The market presents an animated scene in the early hours of the morning, especially at Christmas, and should be visited at about 6 A.M. Near the intersection of King Street and Harbour Street the building of **Barclays Bank**, with frontages on the latter and Water Lane, is on the left. It is built in Queen Anne style from designs by Messrs. Hoare and Wheeler, and was opened in 1909. The plinth is finished with green marble from Sweden, and the roof is covered with green glazed tiles, which with the copper-covered domes strike a pleasing note of colour.

The **Royal Bank of Canada** is in the block between Port Royal and Harbour Streets, and the **Canadian Bank of Commerce** is diagonally opposite in Harbour Street.

The Oleanders, at 101-103, Harbour Street, is a favourite resort for luncheons and teas.

A little higher up King Street on the left is the imposing building of the **Bank of Nova Scotia**, in the upper floor of which are the rooms of the Jamaica Chamber of Commerce and Merchants' Exchange. The architects were Messrs. Darling and Pearson, of Toronto.

Beyond the Bank are the **Public Buildings** in two blocks, one on either side of the street. After the earthquake Sir Sydney (now Lord) Olivier, the then Governor, saw, and wisely grasped, the opportunity of concentrating

the various Government offices, which till then had been widely scattered. The result is two handsome blocks of buildings, each covering an area of approximately 32,430 square feet, and enclosing a space laid out with gardens and palm trees. Both blocks were designed by Sir Charles Nicholson, and consist of three floors. While each has a flat roof, which with the verandas and colonnades gives the building quite an Eastern appearance. The western block contains the Treasury and other Government departments, while on the ground floor at the northern end is the spacious **Post and Telegraph Office**. The eastern block is devoted to the Supreme Court, the Law Library, and more Government departments. To the east of it is a charming garden in which stands a beautiful Memorial to Jamaicans who fell in the Great War.

The offices of the **Jamaica Imperial Association** and the **Tourist Trade Development Board** are at 87, Barry Street, which skirts the northern end of the Public Buildings. The Imperial Association was founded in 1917 to promote the welfare of the trade and industries of Jamaica. At the offices of the Tourist Trade Development Board visitors can obtain information of every kind regarding the island.

The **Railway Station** of the Jamaica Government Railway (*see* page 257) stands some blocks to the west of the Public Buildings, and can be reached by Barry Street.

Beyond the Public Buildings on the right-hand side of King Street stands the **Parish Church**. When Kingston was laid out by Colonel Christian Lilly in 1695, after the destruction of Port Royal three years before, provision was made for a Parish Church. The year of its actual construction is not known, but the earliest date on a tombstone is 1699, and on the Communion plate 1701. The first rector was the Rev. William Collins, M.A., of St. Catherine's College, Cambridge, who was appointed in 1701. A tower was built between 1740 and 1774. About the beginning of the nineteenth century the building was lengthened and a handsome baldacchino was added. In 1883 to 1885 the building

was considerably enlarged by the addition of side aisles, giving extra accommodation for 500 persons and making sitting room for 1,200 in all. In 1895 the Vestry was added and the old brick wall, which formerly surrounded the churchyard, was replaced by the present railing. The church was seriously damaged by the earthquake of 1907, but happily the roof and floor remained intact, and the organ (erected in 1878), the lectern (1886), bell (1890), and pulpit (1891) were saved from the wreckage. The church was restored on its original lines with slight modifications—which included an extension of the nave by 18 feet at the western end, so that it now covers the ground occupied by the old tower. It was opened for Divine Service on February 21st, 1910. The new tower was completed in 1931.

The church had always been known as the Parish Church, and no record exists of its ever having been dedicated to any Saint, till on its reconsecration after the earthquake, it was dedicated to St. Thomas.

Most treasured of all its monuments is the tombstone, in the chancel, of Vice-Admiral John Benbow, who died on November 4th, 1702, "of a wound in his leg received in an engagement with Mons. du Casse." Gallant Benbow in the *Breda* engaged five French ships single-handed, five of his captains having deserted him, while the vessel of another had been soon disabled. He boarded du Casse's ship three times and was severely wounded in the leg; but to a lieutenant who sympathised with him on the loss of his leg he said: "I am sorry for it too; but I had rather have lost them both than have seen dishonour brought upon the English nation. But, do you hear, if another shot should take them off, behave like brave men and fight it out." But the day was lost and the *Breda* returned to Jamaica with the wounded and disconsolate Admiral. Monsieur du Casse, in a letter to Benbow, wrote, "I have little hope on Monday last but to have supped in your cabin, but it pleased God to order otherwise, and I am thankful for it. As for those cowardly captains who deserted you, hang them up; for, by God, they deserve it." Two of the

captains were tried by a Council of War and were sent home and shot on board the *Bristol* at Portsmouth without having been permitted to set foot again on English soil.¹ A third was condemned to imprisonment and loss of pay, and a fourth died.

Other monuments of note in the Parish Church are in memory of Malcolm Laing and his wife (1794) and Dr. Fortunatus D'Warris and his step-daughter (1792), all by John Bacon, R.A.; Edward Manning (1756), Member of the House of Assembly for Kingston; John Wolmer, the founder of Wolmer's School; William May, Rector (1772); Captain Samuel Phillips (1757), who received a gold medal and chain for cutting out H.M.S. *Solebay* from St. Martin's Road; John Jacques (1815), first Mayor of Kingston; and Vice-Admiral Bartholomew Rowley (1811). In the churchyard are the tombs of Janet Scott, sister of Michael Scott (author of "Tom Cringle's Log"), of Robert Bogle, his brother-in-law, and of Robert Hamilton, who was the original "Aaron Bang" in the "Log."

Amongst other places of worship in Kingston are the **Roman Catholic Cathedral**, a conspicuous building with a dome, at the eastern end of North Street; St. George's in East Street, St. Michael's in East Queen Street (both Anglican); the Scotch Kirk in Duke Street, the Calabar Church (Baptist) in East Queen Street; the Wesley Chapel in Tower Street; and the Jewish Synagogue in East Street.

Beyond the Parish Church facing down King Street is a **Statue of Queen Victoria** from the chisel of E. Edward Geflowski, which was erected in 1897 at a cost of £800, voted by the Legislature to commemorate the Diamond Jubilee. Though the statue was not overthrown by the earthquake ten years later, it was turned about a third of the way round on its pedestal by that occurrence.

Behind the statue, King Street bisects **Victoria Park**, a large garden shaded by trees, which was formerly

¹ A chapter is devoted to Benbow in "West Indian Tales of Old." London: Duckworth & Co.

used as a market and parade ground for the troops. The Park was for many years known as the Parade Garden, but on February 14th, 1914, its name was changed to Victoria Park by Princess Marie Louise grand-daughter of Queen Victoria. The statue on the east side represents Edward Jordan, C.B., a native of the island, who took a prominent part in the emancipation movement. On the north side is one of Dr. Bowerbank, a former Member of the House of Assembly and Custos of Kingston (1862), who originated many local charities.

The **Ward Theatre**, presented to the city by the late Lieut.-Colonel Hon. C. J. Ward, C.M.G., for many years Custos of Kingston, is in North Parade Street on the north side of Victoria Park. It was designed by Mr. Rudolph Henriques, a local architect, erected by his firm, and opened in 1912. A portrait of the generous donor by Mr. Tennyson Cole hangs in the vestibule. Also in North Parade are the offices of the Jamaica Agricultural Society, formed in 1895, with the Governor as President, to encourage agriculture.

The **Coke Chapel**, facing the Park (on the east side), is of interest as having been erected on the site where Doctor Coke, Wesley's colleague, used to preach.

Headquarters House, formerly known as Hibbert's House, where the Legislative Council has met since 1870, when the seat of Government was removed from Spanish Town to Kingston, stands at the junction of Duke and Beeston Streets. It is one of the few buildings of note in Kingston that escaped the earthquake and conflagration of 1907, and is said to owe its origin to a wager made by four wealthy merchants, Jasper Hall, Thomas Hibbert, John Bull, and another, as to which of them should build the most magnificent dwelling. The result was the erection of Jasper Hall (which, till the earthquake, stood in High Holborn Street), Hibbert's House, Bull House in North Street, and a house in Hanover Street, once called "Harmony Hall." History does not relate who won the bet. Thomas Hibbert, who went out to Jamaica in 1734, became one of the

wealthiest merchants in the island. He died in 1780 and was buried on Agualta Vale estate, where his tomb can be seen. His house in Kingston was renamed Headquarters House when it was acquired by the War Office and became the residence of the officer commanding the troops.

The **Institute of Jamaica** in East Street, rebuilt after the earthquake in reinforced brick and concrete (A. E. Herschel, architect), has a library of over 21,000 volumes, especially rich in Jamaica and West Indian literature. The collection includes a rare set of old newspapers and a unique series of almanacs and handbooks. Members (5s. or \$1.20 per annum), subscribers to the library (2s. or 48c. per quarter), and members of affiliated societies (no fees) can borrow books. The Institute also has a reading-room, a museum containing zoological, geological, botanical, and archæological specimens, and an art gallery with a collection of portraits of many Jamaica worthies.

In the museum may be seen the bell of the old church of Port Royal, which was engulfed in the earthquake of 1692; two silver-gilt maces, formerly belonging to the House of Assembly and the Council; the original "Shark Papers," whose story was made use of by Michael Scott in the "Cruise of the Midge," a remarkable old gibbet, and other objects of interest. In 1855 the Port Royal bell was discarded, its tone having been spoilt by a crack, and it found its way into an old curiosity shop, from which it was rescued during the administration of Sir John Peter Grant. The bell is inscribed:

IHSV MARIA ET VERBUM CARO FACTUM EST ET ABITA

a line adapted from the 14th verse of the first chapter of St. John's Epistle in the Vulgate; "*Et Verbum caro factum est, et habitavit in nobis.*" It also bears a cross formed by a series of stars and two small designs in relief, placed in duplicate on opposite sides, representing the Virgin and Child, and probably St. George or St. Michael.

The story of the famous "Shark Papers," as narrated by Mr. Frank Cundall, the Secretary of the Institute, is briefly as follows :

The brig *Nancy*, of 125 tons, owned by Germans by birth but naturalised citizens of the United States, left Baltimore for Curaçao on July 3rd, 1799, commanded by Thomas Briggs, her cargo consisting of dry goods, provisions, and lumber. She put in at Oruba, and proceeded to Port au Prince, in Haiti, and having carried away her maintop-mast she was making the best of her way to the Isle of Ash, or Isle la Vache, a small island off the south coast of Haiti, when, on August 28th, she was captured by H.M.S. *Sparrow*, a cutter commanded by Hugh Wylie, and sent in to Port Royal with another prize, a Spanish cruiser. A "libel," or suit for salvage, was brought in the Court of Vice-Admiralty at Kingston on September 9th, 1799, by George Crawford Ricketts, Advocate-General on behalf of Hugh Wylie, Esq., Commander of H.M. cutter *Sparrow*, against "a certain brig or vessel called the *Nancy*, her guns, tackle, furniture, ammunition, and apparel, and the goods, wares, merchandise, specie, and effects on board her, taken and seized as the property of some person, or persons, being enemies of our Sovereign Lord and King, and good and lawful prize on the high seas, and within the jurisdiction of this Court." A claim for the dismissal of the suit, with costs, was put in on September 14th, backed by affidavits, in which, as it subsequently transpired, Briggs and Schultze of the *Nancy* perjured themselves freely.

While the case was proceeding, Michael Fitton, acting Lieutenant, produced certain papers which he had found in a shark caught off Jacmel, while he was cruising in the *Ferret*, a tender of H.M.S. *Abergavenny*, the flagship at Port Royal. He was cruising in company with Wylie, who was in command of the *Sparrow* cutter, another tender of the *Abergavenny*. They had gone out with the object of earning for the stationary flagship a share of the prizes which were constantly being taken by the cruisers. On rejoining after an accidental separation, Fitton invited Wylie by signal to come to breakfast : and while he was waiting for him the shark was caught, and the papers were found. When Wylie came on board the *Ferret*, he mentioned that he had detained an American brig called the *Nancy*. Fitton thereupon said he had her papers. "Papers !" answered Wylie ; "why, I sealed up her papers and sent them in with her." "Just so," replied Fitton, "those were her false papers ; here are her real ones." These papers, together with others of an incriminating nature, found in the *Nancy* some time after her capture, concealed in the captain's cabin, in a cask of salt pork, "so hard drove in that it was with difficulty they could be taken out," led to the condemnation of the brig and her cargo on November 25th, 1799. It may be mentioned here that,

about three years before, the *Nancy* had been captured by a French privateer, and carried into Guadeloupe, and there condemned as American property. The old Court-house of Kingston, in which the case was tried (now used for domestic purposes), is still standing at the south-west corner of Hanover and Harbour Streets. The shark's jaws were set up on shore with the inscription, "Lieut. Fitton recommends these jaws for a collar for neutrals to swear through."

The actual papers found in the shark lay until 1890 (with the affidavit of Lieut. Fitton) among the archives of the Court of Vice-Admiralty, with many other documents of great interest connected with Jamaica's early history. They are now preserved in the Institute of Jamaica. The papers consist of letters written in German, and are wrapped in another piece, on which is written a memorandum testifying to their authenticity by John Fraser, who was then Surrogate in the Court of Vice-Admiralty.

The jaws of the shark which swallowed the papers are now preserved in the United Service Museum in London.

The hospitable **Jamaica Club** is housed in a commodious building in Hanover Street, and the **Masonic Temple** is in the same thoroughfare a little higher up.

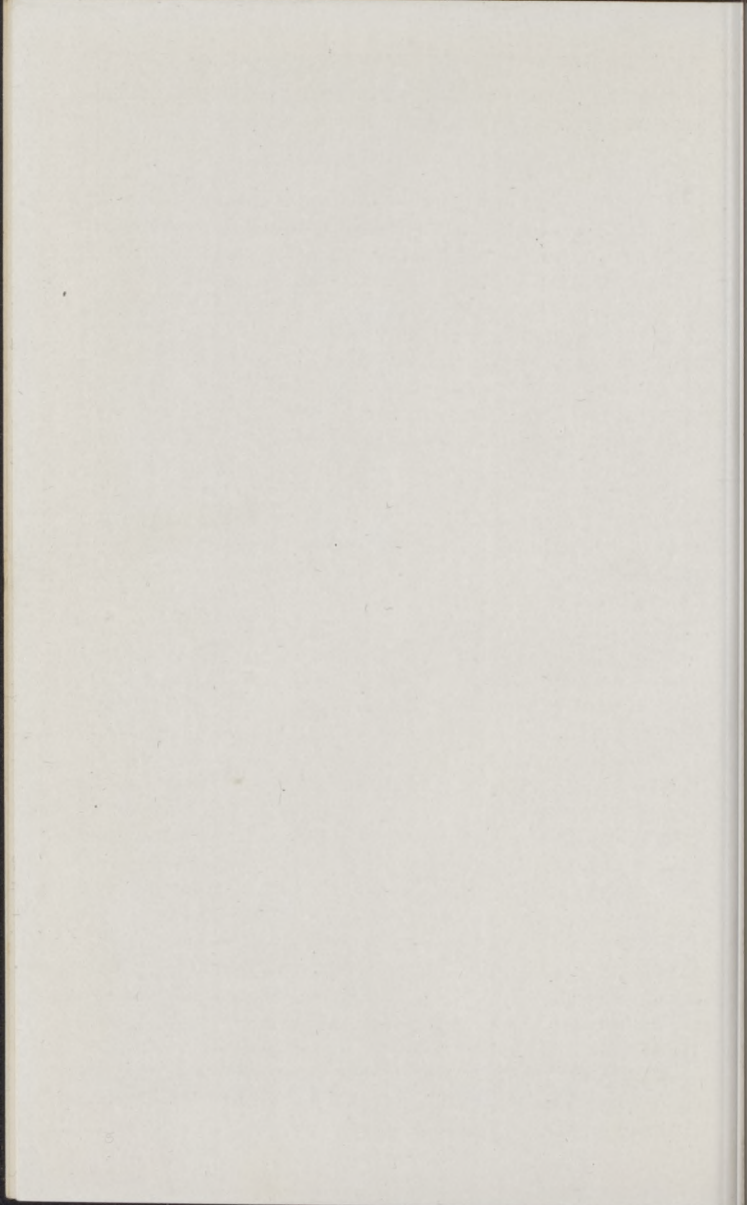
To the north of the old race-course are the twin buildings of **Wolmer's**, now Kingston's foremost school a charity established by John Wolmer, goldsmith, Kingston, by his will dated May 21st, 1729. Behind them is the **Mico College**, an institution for training elementary school teachers founded in 1834, which was reconstructed after the earthquake, partially destroyed by fire in 1910, and then rebuilt. The Mico Charity was originally established by the will of Lady Mico, widow of Sir Samuel Mico, a member of the Mercers' Company, who died in 1666 and left £1,000 "to redeem poor slaves." By the middle of the nineteenth century the original bequest had accumulated to £120,000, which, when slavery was abolished, was devoted to education.

At the village of **Halfway Tree**, a suburb of Kingston, there is a memorial to King Edward which takes the



KING'S HOUSE, JAMAICA

This handsome building was erected during the régime of Sir Sydney (now Lord) Olivier



form of a clock-tower embellished with a bust of the late sovereign. On it are the simple words :

KING EDWARD VII THE PEACEMAKER.

The memorial, which owed its inception to the late Mr. L. A. Rattigan, a patriotic son of Jamaica, was unveiled on March 28th, 1913, by Governor Sir William Manning.

The picturesque **Parish Church** of St. Andrew, near by, dates from 1700, and has many monumental inscriptions of historic interest. After the earthquake of 1907, the nave was extended westward over the site of the tower which was thrown down by that visitation. The first church was built on the old burial ground between Constant Spring road and King's House. The second, erected near the present site in 1685, was destroyed by the earthquake of 1692. The registers date back to 1666 and are the oldest in the island, though the earlier ones are only a transcript. Though he was buried in Kingston, Admiral Benbow's burial is recorded in the St. Andrew's register. Among the monuments of interest may be mentioned those of the Hon. James Lawes (1733), by John Cheere, one of the best pieces of iconic sculpture in the island; Zachary Bayly (1769), with an epitaph by his nephew and heir, Bryan Edwards, the historian; Admiral Davers (1746); and General William A. Villetes (1808), Lieut.-Governor, by Sir Richard Westmacott. Rear-Admiral Charles Holmes, Commander-in-Chief, 1760-61; Christopher Lipscomb, first Bishop of Jamaica; Lucas Barrett, geologist; Commodore Peter Cracroft (1865); and Sir James Fergusson, who was killed by the earthquake of 1907, were buried in the churchyard.

In the old burial-ground at Halfway Tree are the graves of George Bennett, who "came here a soldier under General Venables," and of two infant sons of Governor Sir William Beeston, who died in 1677 and 1678, and Elizabeth Dalling.

King's House, the official residence of the Governor, is about four miles from Kingston, in the parish of St. Andrew, on the Liguanea Plain. Like the Public

Buildings it was designed by Sir Charles Nicholson and constructed of reinforced concrete. The building comprises three floors, and the rooms are arranged round an open *patio*, most of them opening on to wide verandas. The grounds cover about 177 acres.

The town of **Port Royal** standing at the extremity of the spit of sand known as the Palisadoes, which protects Kingston Harbour, can be reached by motor-car along the Palisadoes or by motor-launch or boat. It is of great historic interest, having been the headquarters of the buccaneers, and the emporium and mart of their ill-gotten wealth. Before it was overwhelmed by an earthquake on June 7th, 1692, it was considered "the finest town in the West Indies, and the richest spot in the universe."

The rector of the parish describing the disaster wrote :

Whole streets, with their inhabitants, were swallowed up by the opening of the earth, which, when shut upon them, squeezed the people to death, and in that manner several were left with their heads above ground, and others covered with dust and earth by the people who remained in the place. It was a sad sight to see the harbour covered with dead bodies of people of all conditions, floating up and down without burial, for the burying place was destroyed by the earthquake, which dashed to pieces tombs, and the sea washed the carcasses of those who had been buried out of their graves.

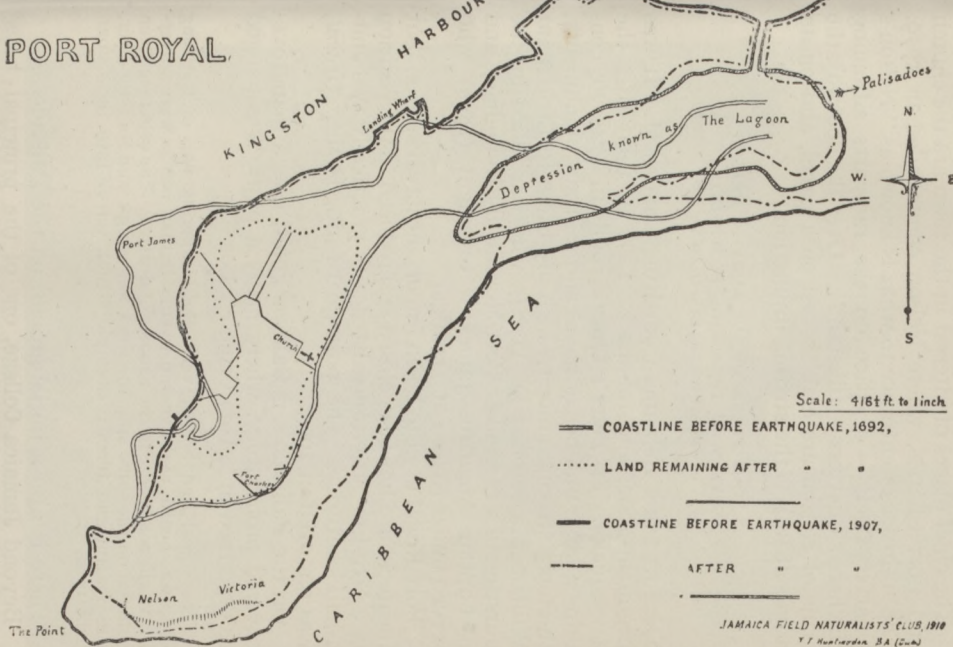
At Green Bay, across the harbour, there is still to be seen the tomb of Lewis Galdy, who had a miraculous escape on this occasion. It is inscribed :

HERE LYES THE BODY OF
LEWIS GALDY, ESQ.

WHO DEPARTED THIS LIFE AT PORT ROYAL THE 22ND DECEMBER
1739.

HE WAS BORN AT MONTPELIER IN FRANCE, BUT LEFT THAT
COUNTRY FOR HIS RELIGION AND CAME TO SETTLE
IN THIS ISLAND, WHERE HE WAS SWALLOWED UP IN
THE GREAT EARTHQUAKE IN THE YEAR 1692
AND BY THE PROVIDENCE OF GOD WAS BY ANOTHER SHOCK
THROWN INTO THE SEA, AND MIRACULOUSLY SAVED BY
SWIMMING UNTIL A BOAT TOOK HIM UP ; HE LIVED
MANY YEARS AFTER IN GREAT REPUTATION, BELOVED BY ALL
WHO KNEW HIM, AND MUCH LAMENTED AT HIS DEATH.

PORT ROYAL



PORT ROYAL BEFORE AND AFTER THE EARTHQUAKES OF 1692 AND 1907
 From a plan published by the Jamaica Field Naturalists' Club in 1910

JAMAICA FIELD NATURALISTS' CLUB, 1910
 T. F. Hurlerden, BA (Lond)

Port Royal, was destroyed by fire in 1702 and again in 1816; and in 1722 it was devastated by a hurricane.

The chief places of interest in the town are the church and Fort Charles, where Nelson commanded in 1779. The staircase or entrance to what is known as "Nelson's Quarter Deck"—a space on the ramparts adjoining the hero's quarters—still stands. Over the doorway the arms of Nelson are emblazoned on a panel, and on an adjacent wall is the stirring injunction:

IN THIS PLACE DWELT HORATIO NELSON
YE WHO TREAD HIS FOOTPRINTS
REMEMBER HIS GLORY.

The fort takes its name from King Charles II. It was begun in 1662, and rebuilt by Lilly in 1699 after the earthquake. **St. Peter's Church**, built in 1725-26, contains a large number of naval and military monuments, the most striking among which are those to Lieutenant William Stapleton, R.N. (1784), who was killed by the bursting of a cannon at Port Morant (by Roubiliac), and to Captain Augustus James de Crespigny (1825), who served under Nelson at Trafalgar.

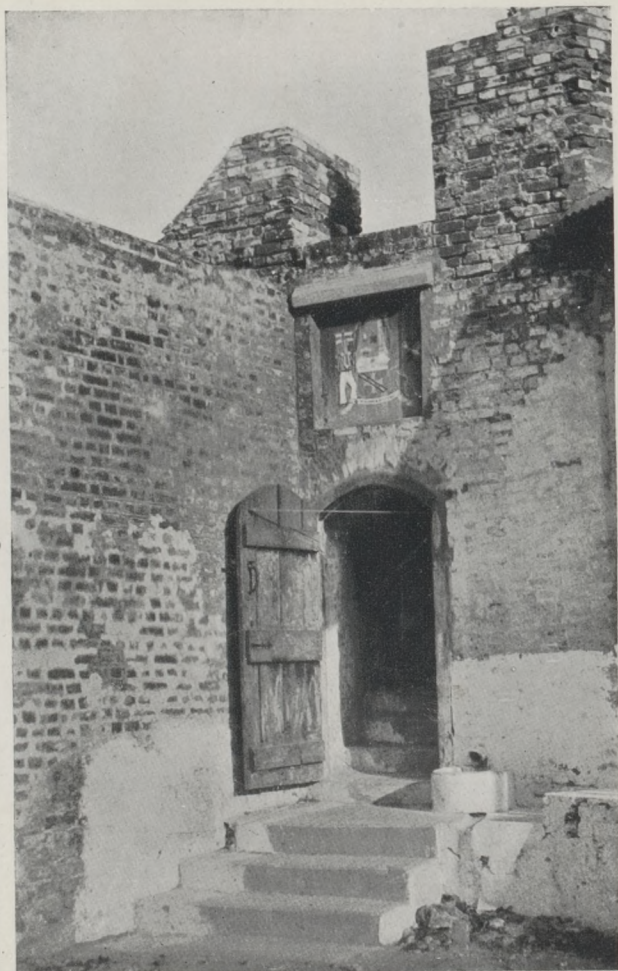
Port Royal used to be an important naval station, but the dockyard has been closed and reduced to the position of a "cadre" after an existence of practically two-and-a-half centuries. The port guardship, H.M.S. *Urgent*, was removed in 1903.

On the Palisadoes is **Gallows Point**, now a mangrove-covered promontory, where many a pirate was hanged as described in "Tom Cringle's Log":

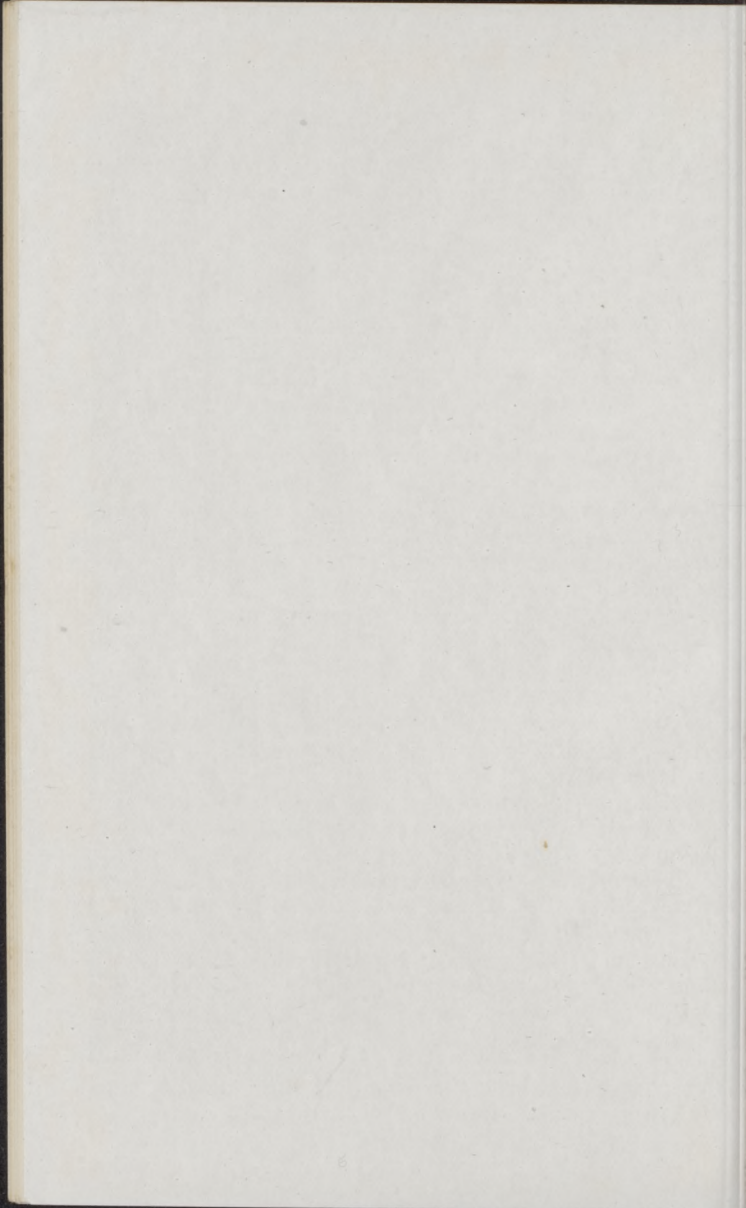
The signal had been given—the lumbering flap of the long drop was heard, and five-and-twenty human beings were wavering in the sea breeze in the agonies of death! The other eighteen suffered on the same spot the week following; and for long after, this fearful and bloody example struck terror into the Cuban fishermen.

There is also a burial-ground on the Palisadoes.

Beyond **Jamaica College**, one of the principal boys' schools in the colony, on the Hope road are **Hope Gardens** (5½ miles from Kingston by train), 210 acres in extent,



THE ENTRANCE TO NELSON'S QUARTERS, PORT ROYAL, JAMAICA
The hero's coat of arms is painted over the door.



occupying the site of Hope Sugar estate, once the property of Lady Temple, afterwards Marchioness of Buckingham, and now the head-quarters of the Director of Agriculture. Such economic plants as orange, cacao, rubber, nutmeg, mango, and coffee are raised in its nurseries. The Farm School attached to the gardens affords agricultural training to the sons of small farmers.

Castleton Gardens, on the banks of the Wag Water, a drive of 19 miles from Kingston, over Stoney Hill, are still more beautiful. They contain specimens of a wide variety of tropical plants and palms.

The tramcars run beyond Hope Gardens to Papine Corner, from which a drive may be taken up the romantic Hope River valley to **Gordon Town** (9 miles from Kingston). Here ponies can be obtained for a ride to **Newcastle**, a military camp 4,000 feet above the sea (19 miles from Kingston), which can also be reached from the capital by motor-car. The cantonments were established during the Governorship of Sir Charles Metcalfe (1839-1841), for the white troops in the days when yellow fever was rife in the plains. The barracks, mess-rooms, etc., are perched in terraces on the mountain-side and command superb views of Kingston and its harbour lying like a relief-map far below. Away to the west on a slightly higher elevation are the cantonments of **Greenwich**.

Since the disbandment of the West India Regiment in 1926, the white troops have been stationed at **Up Park Camp** to the north of Kingston.

From Newcastle to **Catherine's Peak** there is a fair riding road. The view of both sides of the island from the summit (5,036 feet) is very beautiful. The road from Newcastle is continued to **Hardwar Gap** and down the Buff River Valley to Buff Bay on the north side of the island. This main road reaches a higher point (just over 4,000 feet) than any other in the island, and the scenic drive—Kingston, Newcastle, Hardwar Gap, Buff Bay, Annotto Bay, Castleton Gardens, Stoney Hill, Kingston (about 84 miles) is an excursion of great interest and surpassing beauty.

From Gordon Town the drive up the Hope River valley may be extended through exquisite scenery to **Mavis Bank**, in a superb amphitheatre of hills in the heart of the district which produces the world-famous Blue Mountain coffee.

The expedition to **Blue Mountain Peak** (7,388 feet) and back takes two days, and should only be undertaken by those who ride or care for hill-climbing on foot. Arrangements for the trip can be made at the offices of the Tourist Trade Development Board (*see* page 262). Tourists are recommended to drive to Gordon Town starting early enough to arrive by 9 A.M. There they can be met by ponies, ordered overnight, and proceed by zigzag bridle paths up the mountain side, past Petersfield coffee plantation, over Guava Ridge, through Mavis Bank, passing the church on the left, down Green Valley, over the river, and then turning abruptly to the left. Magnificent views are obtained of Cinchona, Catherine's Peak, Content Gap, and the valley of the Clyde. **Cinchona** was the scene of an experiment with the production of cinchona for the manufacture of quinine in 1868. Agriculturally the experiment was a success but the enterprise was started too late, and the price of quinine having fallen the planters who cultivated cinchona lost their money. The plantations were closed in 1886. The night can be spent in a small hut at the summit of Blue Mountain Peak, and with reasonable luck the mountaineers will be rewarded by the sight of a glorious sunrise.

Spanish Town, on the banks of the Rio Cobre (the Copper River) ($\frac{1}{2}$ hour from Kingston by train), was the former capital of the island. Visitors who prefer to drive to Spanish Town along the broad high road pass the historic "**Ferry Inn**" at the boundary between Kingston and St. Catherine, just before the seventh milestone, near which is the immense **Silk Cotton Tree** immortalised by "Tom Cringle's Log." In that classic its trunk is described as "twenty feet through of *solid* timber; that is, not including the enormous spars that shoot out like buttresses, and end in strong twisted roots,

that strike deep into the earth and form stays, as it were, to the tree in all directions."

The "Ferry Inn," once a popular place of refreshment, has long since fallen from its high estate, the need for a half-way house between Kingston and Spanish Town having passed with the opening of the railway. Lady Nugent makes several references to it in her Journal.¹ She visited it on various occasions in 1803, and wrote :

I was much entertained ; for the Inn is situated on the road between Kingston and Spanish Town, and it was very diverting to see the odd figures and extraordinary equipages constantly passing—kittareens, sulkies, mules, and donkies. Then a host of gentlemen, who were taking their *sangaree* in the Piazza ; and their vulgar buckism amused me very much. Some of them got half tipsy, and then began petitioning me for my interest with *his Honour*—to redress the grievance of one, to give a place to another, and so forth ; in short it was a picture of Hogarth. . . .

Spanish Town, the old St. Jago de la Vega, or St. James of the plain of the Spaniards, was once a town of considerable importance, and the well-constructed group of Government Buildings round its central Square testifies to its former grandeur. The most notable of these was **King's House**, the former official residence of the Governors, on the west side, of which little more than the façade now remains, the rest having been destroyed by fire in 1925. Designed by Craskell, the then engineer of the island, it was begun during the administration of Lieut.-Governor Henry Moore in 1759-62, and completed in 1762, after the arrival of Governor William Henry Lyttelton. The house was considered the "noblest and best edifice of the kind, either in North America or any of the British Colonies in the West Indies," and it cost nearly £21,428. The façade is about 200 feet long, and the freestone used in its construction came from the Hope River course in

¹First printed for private circulation in 1839 ; published in an abbreviated form in 1907 (see Books on the West Indies, page 15).

St. Andrew's. The columns supporting the portico are of Portland stone, and the pavement of white marble.

Opposite King's House is the building in which the House of Assembly used to meet.

The north side of the Square is graced by a stately memorial to Admiral Rodney, who defeated de Grasse off Dominica in the Battle of the Saints on April 13th, 1782 (*see page 244*).¹ A temple, with a cupola and lanthorn supported on open arches, and connected with the neighbouring buildings by a colonnade, shelters a statue of the naval hero by the elder Bacon. On the front of the pedestal is the following inscription :

GEORG. BRYDG. RODNEY
BARON RODNEY
NAVAL. PRAEL. VICTORI
PRID. ID. APRILIS
A.D., MDCCLXXXII.
BRITANN. PACEM REST.
D.D.D. S.P.Q. JAMAICENSIS.

This may be rendered :

TO GEORGE BRYDGES RODNEY
BARON RODNEY
VICTOR IN A SEA FIGHT
ON THE DAY BEFORE THE IDES OF APRIL
IN THE YEAR OF OUR LORD 1782.
HE RESTORED PEACE TO BRITAIN.
THE LEGISLATURE AND THE PEOPLE OF JAMAICA
PRESENTED [THIS MEMORIAL].

Rodney is inappropriately clad in a short-sleeved tunic and has a cloak over his right arm. On his feet are sandals and a Medusa's head is suspended from his neck. This statue was considered one of Bacon's finest works. It is flanked by two bronze cannon, cast at Douai in 1748 by Jean Maritz, taken from the *Ville de Paris*, the magnificent vessel presented by the city of Paris to Louis XV. One of these handsome pieces of ordnance, whose decoration was on a par with the splendour of

¹An account of the Battle of the Saints is given in "West Indian Tales of Old." London: Duckworth and Co.

the French flagship, is called "Le Précipice," and the other "Le Modeste," and both are inscribed :

ULTIMA RATIO REGUM
 PLURIBUS NEC IMPAR,
 LOUIS CHARLES DE BOURBON
 COMTE D'EU
 DUC D'AUMALE.

Precisely similar cannon are included in the collection at the Tower of London.

When Spanish Town ceased to be the capital of Jamaica, during the governorship of Sir John Peter Grant in 1870, Rodney's statue was removed to Kingston, but such was the outcry of the inhabitants of the former city that it had to be replaced. In the Gallery in the Institute of Jamaica is the painting by R. E. Pine, exhibited at the Royal Academy in 1784, and described as "Portrait of Lord Rodney in action aboard the *Formidable*, attended by his principal officers," the time chosen being evidently just after the *Ville de Paris* had struck her flag to the *Barfleur*.

Near the Square is the **Cathedral**, dedicated to St. Catherine, whose red brick fabric forms a pleasing contrast to the surrounding foliage. An inscription over the door records that the church was "thrown downe by ye Dreadfull Hurricane of August ye 28th Anno Domini MDCCXII" and was rebuilt in 1714. The present tower was added in 1817, and the edifice was restored in 1901 in commemoration of the glorious reign of Queen Victoria. The Cathedral is one of the three oldest ecclesiastical buildings in the West Indies, the other two being the cathedrals of Havana and Cartagena. The first recorded interment in it is that of Catherine Lyttelton, wife of Sir Charles Lyttelton, Deputy Governor of Jamaica from 1662 to 1664.

The Cathedral has many monuments, the most notable being one by Bacon, erected by the people of Jamaica to the Earl and Countess of Effingham, who died in 1790.

On a pyramidal obelisk of marble is an urn decorated with festoons of flowers and the arms of the Earl of Effingham.

Above are represented the Chancellor's seal of the island, the mace and sword, and the scales of Justice. On one side of the monument, supporting the urn, is a figure emblematic of Jamaica, bearing the crest of the island on her zone; on the other side a boy holding an olive branch in his hand resting on a cornucopia full of tropical fruits, while his right hand rests on a shield on which are blazoned the arms of Jamaica, which are heraldically described: argent on a cross gules, five pine-apples; dexter supporter an Indian female, in her exterior hand a basket of fruit; sinister, an Indian warrior, in his exterior hand, a bow, both plumed. Crest, an alligator passant. Motto: *Indus uterque serviet uni.* (The Indians twain shall serve one Lord.)

Other notable memorials in the Cathedral are those to the wife of Sir Adam Williamson and Dr. Brodbelt (both by Bacon); five Governors of Jamaica, namely, Sir Basil Keith (d. 1777), by J. Wilton, R.A.; Colonel William Selwyn (d. 1702); Sir Thomas Modyford (d. 1679); Sir Thomas Lynch (d. 1684); and the Earl of Inchiquin (d. 1692); Samuel Long, Speaker of the Assembly, Chief Justice (d. 1683); Peter Beckford, Lieut.-Governor (d. 1710); Anne, wife of Sir Adam Williamson, Lieut.-Governor (d. 1794); Colonel John Colebeck who "came with ye army" that conquered the island (d. 1682); Major-General James Bannister, late Governor of Surrenham [Surinam] (d. 1674); and Humphrey Freeman, "who was at ye takeing of this island" (d. 1692). The monuments include one of the Countess of Elgin, wife of Governor the Earl of Elgin (1842-46), and another erected in memory of a distinguished barrister and former Advocate-General of the island, who "enjoyed the uncommon felicity to be unenvied by any, the delight and admiration of all."

Spanish Town once had a monastery and an abbey; but of these no traces now remain. In 1655, the year in which the English took the island, Vice-Admiral William Goodsonn, one of the Commissioners charged with the conduct of the expedition sent out by Cromwell, requested that "some godly ministers with monies for their maintenance" be sent out; and it was one of the instructions to Colonel Doyley when he was made first Governor of the colony in 1661, that he should give the "best encouragement to ministers that Christianity and

the Protestant religion, according to the profession of the Church of England, may have due reverence and exercise amongst them," and five ministers were soon sent out. In 1664 there was but one church in the island (at Spanish Town), "being a fair Spanish Church ruined by the old soldiers but lately in some measure repaired by Sir Charles Lyttelton."

In **Mulberry Garden**, the present Poor House, there is a noble tamarind tree under which, it is said, Colonels Raymond and Tyson were shot for conspiracy in 1660.

Eagle House, behind the Public Hospital in King Street, is full of historic associations. Locally it is known as John Crow House, from the eagle which surmounts one of its gate-posts. It is said to have been the residence of William O'Brien, second Earl of Inchiquin, Governor of Jamaica from 1660 to 1661.

Bog Walk (*boca de agua*, or water's mouth), a beautiful gorge of the Rio Cobre, is a charming drive from Spanish Town. A pleasant excursion can be made from Kingston by taking the early morning train to Spanish Town, and driving thence through the gorge to the village of Bog Walk. At the lower end is the Dam of the Rio Cobre irrigation canal, and at the upper Gibraltar Rock, through which the railway runs to Ewarton in a tunnel half a mile long. The tourist should drive back to within three miles of Spanish Town. Here he can embark on a punt on the irrigation canal, which, shaded by coco-nut palms and tropical foliage, is of surpassing beauty, rejoining the car again within a short distance of Spanish Town.

From Spanish Town a branch of the Government Railway runs by a circuitous route to Port Antonio on the north side and towards the eastern end of Jamaica. The line runs up Bog Walk on the right bank of the Rio Cobre, and crosses the island to Annotto Bay (*see* p. 280) through large areas under banana cultivation to its destination.

Port Antonio, on the north side of the island, 75 miles by train from Kingston, is the Jamaica head-quarters of the United Fruit Company of Boston, Mass. It is

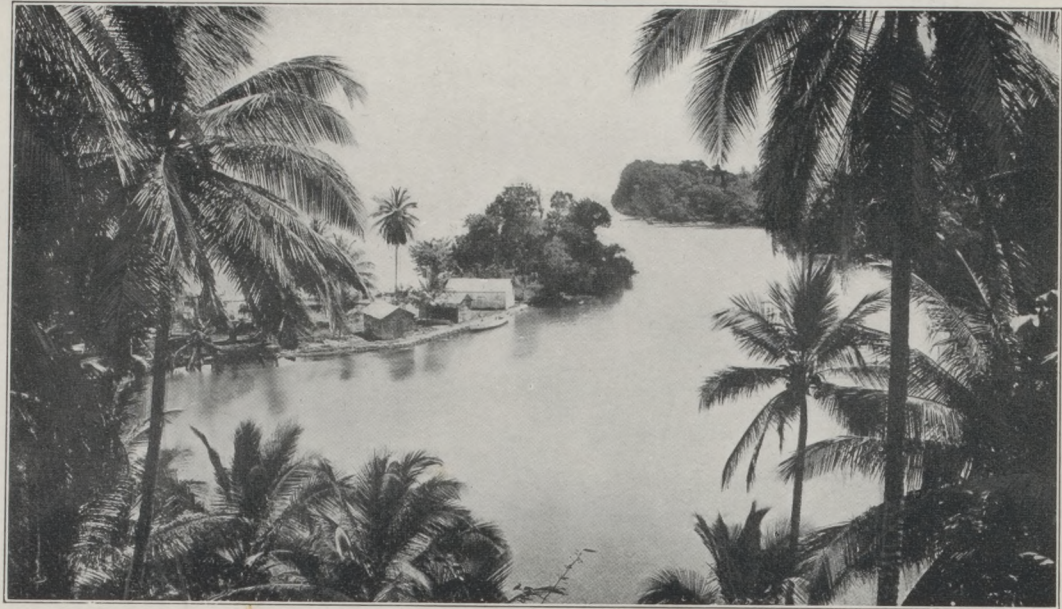
situated on the shore of a spacious harbour divided into two parts by a promontory on which the company's palatial Hotel Titchfield stands. The small island opposite to it is called **Navy Island**. The town is divided into two parts, Upper and Lower Titchfield (so called after one of the titles of the first Duke of Portland, from whom the parish takes its name), the former standing on a peninsula and the latter extending along the seashore. The old military barracks in the upper town are now used as a school. Formerly a village of modest dimensions, Port Antonio has been raised to a position of importance through the development of the banana industry. During the Spanish-American war in 1898 it was the headquarters of many war correspondents and Press representatives.

Many attractive expeditions can be made from Port Antonio, one of the most enjoyable being rafting down the rapids of the **Rio Grande**. The rafts are skilfully steered by negro boatmen, and though the journey affords mild excitement it is unattended by danger.

The **Blue Hole**, a lagoon of exquisite beauty, does not belie its name and is a never-failing source of wonder to visitors, and enjoyable drives can be taken to **Moore Town**, the site of a Maroon settlement (*see* page 287) and the Swift River.

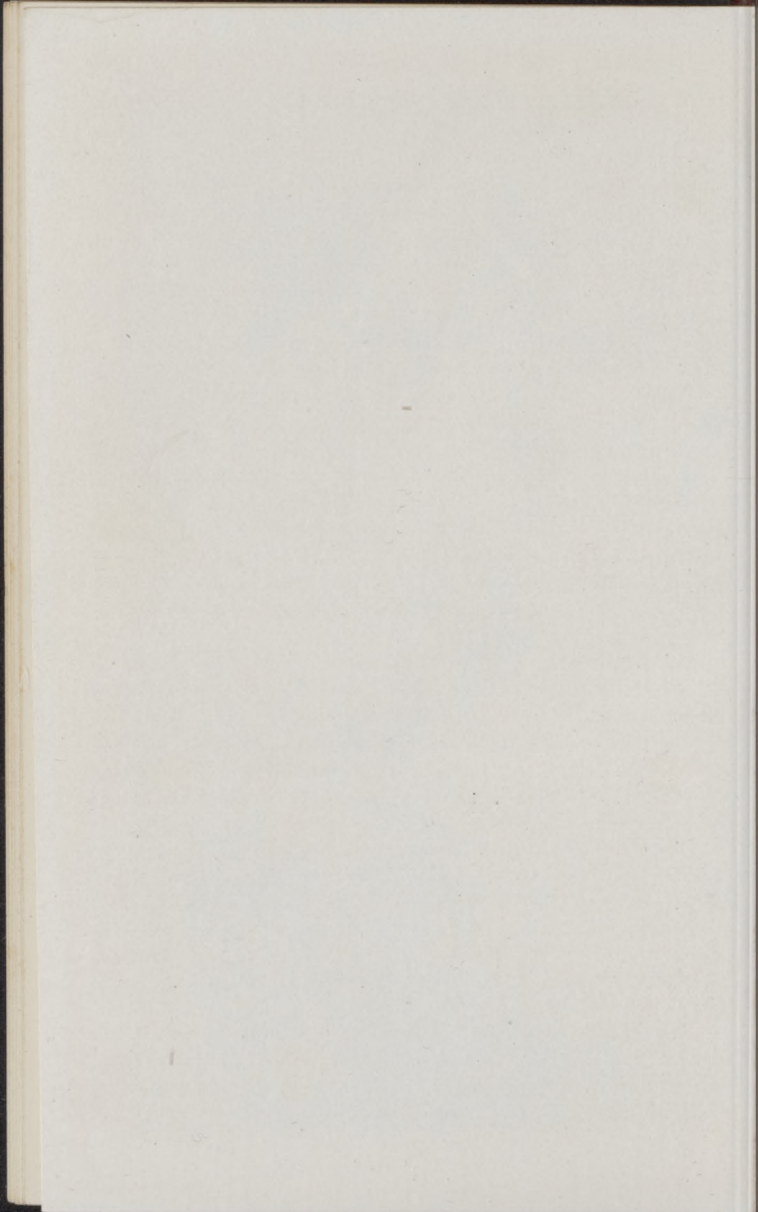
From Port Antonio, **Montego Bay**, the second town of Jamaica, on the north coast near the west end of the island, can be reached by the coast road by motor-car in about eight hours (distance 128½ miles). The first place of importance passed is **Annotto Bay** (28½ miles) on the right bank of the mouth of the Wag Water (a corruption of the Spanish *Agua alta*) river, a shipping port on the railway line between Kingston and Port Antonio. The quaint belfry of the Chapel in the main street, which resembles an exaggerated meat-safe, should be noticed.

Port Maria (44½ miles) is a thriving port much frequented by fruit steamers, which are loaded here with bananas from St. Mary's parish.



THE BLUE HOLE

This exquisitely beautiful lagoon is near Port Antonio, Jamaica.



Oracabessa ($51\frac{1}{2}$ miles) is a small town but an important fruit centre. The name is said to be derived from *cabeza de ora*, "Golden head."

Ocho Rios ($64\frac{1}{2}$ miles) is a small town with a well-protected harbour of growing importance. The name is the Spanish "eight rivers," but some say that it is a corruption of *chorrera*, a spout (as there is a waterfall near by). It was here that Sasi, the Spanish Governor who had given up the island to Penn and Venables in 1655, landed again and was defeated by Doyley in 1657. Sasi, whose camp had been "in a swampy place" (now identified as Shaw Park estate), retreated to a bay about eight miles to the west, which has ever since been called "**Runaway Bay**," and here he embarked in a canoe and made good his escape. Between Ocho Rios and St. Ann's Bay the road crosses Dunn's River and Roaring River, both with waterfalls of rare beauty. The bathing in **Dunn's River Falls** is quite ideal. The Fern Gully and the Roaring River Falls can be visited from Ocho Rios or taken *en route* to Moneague, Ewarton, and Kingston (see next page).

St. Ann's Bay ($71\frac{1}{2}$ miles) is the Santa Gloria of Columbus. Here, says Mr. Cundall, the discoverer anchored on May 3rd, 1494, and not far away (possibly in Don Christopher's Cove) he ran his caravels ashore on June 24th, 1503, staying until June 28th, 1504.¹ The fort built in 1777 is now used as a slaughter-house. Windsor Fort was erected in 1803.

Dry Harbour ($85\frac{1}{2}$ miles), a small town of no importance, has been identified by Mr. Cundall as Puerto Bueno, where Columbus landed after discovering Jamaica on May 4th, 1494. On Hopewell and Cave Hall estates, about $1\frac{1}{2}$ miles distant, are some interesting caves. Six miles inland is Brown's Town (1,200 feet), the largest township in St. Ann.

Rio Bueno ($90\frac{3}{4}$ miles) has an old fort called Fort Dundas, dated 1778. In the Great House of Bryan Castle (about $2\frac{3}{4}$ miles from Rio Bueno), Bryan Edwards

¹"Preservation of Historic Sites, etc., in the West Indian Colonies," Colonial Report, Miscellaneous, No. 84, 1912.

wrote his famous "History of the West Indies," first published in 1799.

Falmouth (106½ miles from Port Antonio) was once a shipping port of consequence. In the Court House rebuilt after a fire in 1926 are portraits of General Sir John Keane, Lieut.-Governor from 1827 to 1829, and Sir Charles Metcalfe, Governor from 1839 to 1842. The **Parish Church** contains monuments to John Hodges (1787), a member of a well-known West Indian family, and James Blake (1753).

Between Falmouth and Montego Bay (22 miles—see page 284) the road skirts several historic sugar estates including Ironshore and Rose Hall (see page 289).

From Bog Walk on the Port Antonio line a branch line of the railway runs to **Ewarton** (17¼ miles, 1 hour). From there an enjoyable expedition can be made over **Mount Diablo** (10 miles) to **Moneague**, whence a drive may be taken through the famous **Fern Gully** to Ocho Rios and the **Roaring River Falls**. The road over Mount Diablo, or Diavolo, affords superb views of the Blue Mountains. Fern Gully is a natural gorge of surpassing beauty, with steep sides covered with ferns, through which a winding road runs towards Ocho Rios. The late Sir Harry Johnston thus described the gully, which he was largely instrumental in saving from vandal banana growers: "It is an amazing botanical exhibit, with about twenty-five different species of ferns, tree-ferns here and there at the top, ferns with immense fronds, filmy creeping ferns, ferns with fronds like curled wire or carved green bronze, an epitome, in fact, of the fern sub-class."

Roaring River Falls, the largest waterfalls in the island, are incomparably grand. The water descends in a series of foaming white cascades and is broken in its course by rocks, on some of which plants and palms have maintained a foothold.

St. Ann's Parish is deserving of more than a brief stay. The views from Mount Diablo are of exceptional beauty. There are pretty walks through the forest amid orchids

and ferns, and many butterflies, as well as parrots, parakeets, and other strange birds, are seen.

After leaving Spanish Town, the main line of the railway proceeds through a fertile banana district to **May Pen**, the junction for the Clarendon branch.

From there an expedition can be made to the ruins of **Colebeck Castle**, which dates from the seventeenth century. It was the residence of Colonel John Colebeck who, as recorded on his gravestone in the Cathedral, "came with ye army which conquered this island."

At **Milk River**, 13 miles from May Pen station and 12 miles from Clarendon Park, there is a thermal mineral bath. An analysis of its water gives the following results :

Chloride of sodium	<i>Grains.</i> 20.77	Chloride of potassium	<i>Grains.</i> 0.16
Sulphate of soda	3.40	Chloride of calcium	1.50
Chloride of magnesium	4.12		
Besides traces of lithia, bromine, and silica.			

It is claimed that the radio-active properties of the Milk River spring compare very favourably with those of the water of spas of world-wide renown. The efficacy of its waters has stood the test of over a century. Jamaica has no fewer than fifteen mineral springs, including saline, calcic, sulphurous, and chalybeate waters, but only those at Milk River and the bath of St. Thomas the Apostle at Bath in St. Thomas-in-the-East are put to systematic use. The river abounds in fish, including calipever and mullet. From Milk Bath a visit can be made to the sugar-growing district of **Vere**.

At the south-eastern extremity of Vere is **Portland Cave**, at the foot of Portland Ridge, a visit to which is, however, only recommended to the adventurous. From Vere a splendid road passing the Salt River and Cockpit River leads to **Old Harbour**.

Williamsfield (53 miles, 2 hours and 20 minutes from Kingston) is the station for **Mandeville** (2,061 feet), a favourite resort of English visitors which owes its name to the second title of the Duke of Manchester, Governor in 1808. The village (5 miles from the station)

has its church, school-house, and Court House grouped round a "green," in the centre of which is a tall cabbage palm. In the churchyard is the tomb of Sir William Scarlett, for ten years Chief Justice of Jamaica (d. October 9th, 1831). Many enjoyable drives can be taken to places in the neighbourhood, such as **Spur Tree Hill** and **Malvern** in the Santa Cruz Mountains (28 miles), which can also be reached from **Balaclava Station** ($70\frac{3}{4}$ miles from Kingston by rail). Near Balaclava Station are the celebrated Oxford Caves in the May Day Mountains on Oxford Pen, about 1,000 feet above sea-level. The various galleries and halls which extend for several hundred yards under the mountains contain curious stalagmites and stalactites. The climate of the Santa Cruz Mountains is the finest in the island, and is particularly well suited to those suffering from pulmonary complaints. On the Santa Cruz Mountains are Munro (formerly Potsdam) and Hampton, the boys' and girls' schools of the Munro and Dickenson Trusts, founded by two former residents of St. Elizabeth. From Malvern a visit may be paid to the Maggoty Falls on the road to **Ipswich Station** ($85\frac{3}{4}$ miles from Kingston by rail).

Near **Cambridge Station** ($97\frac{3}{4}$ miles) is the Seven Rivers Cave (*see* page 287).

Montpelier ($102\frac{3}{4}$ miles), in the midst of what is probably the most beautiful and fertile agricultural district in Jamaica, forms part of the valley which extends from Montego Bay for 50 miles or more to the east, and provides most of the bananas shipped from that port.

From Montpelier, **Savanna-la-Mar**, the principal town of Westmoreland, is reached ($21\frac{1}{4}$ miles). It is the shipping port of a prosperous sugar-growing district which also produces coffee, ginger, and logwood. The **Parish Church**, built as recently as 1903-4, occupies the site of one erected in 1799. The tomb of the founder, George Murray (1804), can be seen.

Montego Bay ($112\frac{3}{4}$ miles from Kingston by rail, and $9\frac{3}{4}$ miles from Montpelier), the second town of the island and terminus of the railway, is attractive and

historically interesting. When visited by Columbus on his second voyage in 1494 it was a large Indian village, and traces of Arawak life have been found in caves round the bay, where the late Dr. Bastien, of Berlin, obtained many specimens. During the Spanish occupation much lard was exported from the town, and to this it owes its name, which is a corruption of *manteca*, or hogs' butter. On **Myranda Hill** are the ruins of an old Spanish monastery. The **Parish Church**, dedicated to St. James, replaces an edifice believed to have been built very early in the eighteenth century, since in 1733 a Bill was passed "for appointing a proper place for building a church." The foundation-stone of the present church was laid on May 6th, 1775, and the building was opened in 1782. James Hakewill in "A picturesque Tour of Jamaica," published in 1825, described it as the handsomest church in the island. Among the monuments which it contains, those of Mrs. Rosa Palmer and Dr. George Macfarquar (1786), both by John Bacon, R.A., are conspicuous. The former is inscribed :

NEAR THIS PLACE
ARE DEPOSITED THE REMAINS OF
MRS. ROSA PALMER,

WHO DIED ON THE FIRST DAY OF MAY, 1790.

HER MANNERS WERE OPEN, CHEERFUL AND AGREEABLE,

AND BEING BLESSED WITH A PLENTIFUL FORTUNE,

HOSPITALITY DWELT WITH HER AS LONG AS HEALTH PERMITTED

HER TO ENJOY SOCIETY.

EDUCATED BY THE ANXIOUS CARE OF A REVEREND DIVINE, HER

FATHER,

HER CHARITIES WERE NOT OSTENTATIOUS BUT OF A NOBLER KIND.

SHE WAS WARM IN HER ATTACHMENT TO HER FRIENDS,

AND GAVE THE MOST SIGNAL PROOFS OF IT

IN THE LAST MOMENTS OF HER LIFE.

THIS TRIBUTE OF AFFECTION AND RESPECT

IS ERECTED BY HER HUSBAND,

THE HONOURABLE JOHN PALMER,

AS A MONUMENT OF HER WORTH

AND OF HIS GRATITUDE.

This lady, who must not be confused with the wicked Mrs. Palmer to whom reference is made below (*see*

page 289), was buried in the churchyard, and her tombstone is inscribed :

UNDERNEATH THIS STONE
ARE DEPOSITED THE REMAINS OF
ROSA PALMER,
WIFE OF THE HON. JOHN PALMER
OF THIS PARISH,
WHO DIED THE 1ST DAY OF MAY, 1790,
AGED 72 YEARS.

Other monuments include those to the memory of Dr. William Fowle, of Wiltshire Estate, who died July 6th, 1796 (an early work of Sir Richard Westmacott), and Mrs. S. N. Kerr (by Henry Westmacott, 1814). The handsome east window was the gift of Mr. W. F. Lawrence and others.

The Parade was laid out by Custos James Lawrence in 1755, and the Square—in which there is a bust of the late John E. Kerr, a prominent citizen and Custos, or chief magistrate, of the Parish of St. James—was named **Charles Square** after Admiral Charles Knowles, Governor of Jamaica from 1752 to 1756.

Near the gate of the old barracks is an octagonal and battlemented tower known as **The Dome**, where the watchman used to guard a spring called the Creek, which fills a stream of fresh water.

At **Doctor's Cave** the bathing both in the sea and in the sun is unsurpassable. The Doctor's Cave Bathing Club House has convenient dressing-cubicles on the ground floor. Above them is a spacious room for dancing, bridge, etc., and a wide veranda. Visitors are admitted to temporary membership (tickets, 6*d.* or 12*c.* each; 5*s.* or \$1.20 for a book of twelve). Near the bathing place is a well-kept sanatorium.

The **Bay** offers every facility for safe boating. The **Bogue Islands**, a cluster of coral atolls in it, where oysters grow on the stems of the trees, are well worth visiting, and there are miles of coral reefs in the neighbourhood over which visitors can pass in perfect safety, inspecting the while the most remarkable marine gardens.

There are several caves of interest in St. James' Parish, but the most noteworthy is one near Cambridge (14 miles from Montego Bay by road) called **Seven Rivers Cave**, which has many chambers adorned with fantastic stalagmites. The roads in the parish are very good for motoring.

Among the many delightful drives which can be taken from Montego Bay the following are recommended: **Catherine Hall** (1 mile), where visitors can inspect a typical modern sugar factory, **Reading Stream**, with its historic silk cotton-trees (3 miles), **Great River**, with its many pretty falls and favourite picnic spots (6½ miles), **Rose Hall** (10 miles)—(see page 289), **Montpelier** (10 miles)—(see page 284), **John's Hall Dam**, a picturesque old sugar estate dam (8 miles), and **Marley Castle**, once the home of Isaac Lascelles Winn, the great Quaker (11 miles).

The site of **Maroon Town**, once called Trelawny Town, where the Maroons made their last stand against the Government in 1795, which has practically disappeared, and **Accompong**, still a Maroon settlement, are situated in the wild and romantic Cockpit country, a district some 10 by 15 miles in extent in the west central part of Jamaica. The Maroons, who derived their name from the Spanish *cimaron* (wild or fierce) or perhaps from *cima* (mountain-top) are the descendants of negroes who escaped from the Spaniards, and the runaway slaves of the English, and for years proved a menace. They kept up a guerilla warfare with the colonists, and although treaties were made with them from time to time they were not finally pacified until after the Maroon War of 1795, the cost of which was £350,000. After the struggle most of the Maroons were expatriated to Nova Scotia at a cost of £49,400. Mr. Frank Cundall gives the following account of a visit to the Cockpit country:

At one time it gave the impression of a number of stunted cones rising from a plain; at another the feeling was one of a number of basins like the Devil's Punch-bowls of England; at all times, except where there was a clearing for corn, bananas,

or bread-kind, it appeared thickly wooded—mahogany, cedar, mahoe, Santa Maria, and broadleaf being prominent, and mosquito wood and red shingle wood, and other lesser known woods being pointed out by our guide. . . . As one rides along these defiles the mournful note of the solitaire suggests the nervousness which might have fallen on the soldiers marching through a thickly wooded, rocky, unknown country, every crag of which might conceal a foe, to whose foot such mountain paths were familiar. At Maroon Town itself, we found a clearing on which cattle were grazing, and a police station (just abandoned) built on the site of the officers' quarters of half a century ago. Near by was the well which supplied the settlement with water, and a barracks, some 130 feet long by 30 feet broad, which had once possessed an upper story of wood, little now remaining of the stoutly built lower walls of limestone quarried in the neighbourhood. There also were the powder-house and the cells, the hospital and the kitchens and the mess-house, which, placed on an immense rock open to the sea breeze from the east, commanded a view over Trelawny to the sea by Falmouth miles away. It was once a substantial building of three stories, the solid steps leading up to the second floor being still usable. Opposite the mess-house rise two large conical hills calling to mind the twin Pitons of St. Lucia—the one called Gun Hill (because a gun had been placed in position there, possibly the howitzer with which Walpole did great execution), the other Garrison Hill. Then we saw the tank some thirty feet long, fed by a clear stream in which the soldiers were wont to bathe; then, saddest of all, a few tombs—one recalling the death in 1840 of a coloured sergeant of the 68th Regiment¹, another to the wife of a quartermaster of the 38th Regiment² who died in 1846, and a third to the paymaster of the 101st Regiment³ who died in 1810; while a nameless tomb, the oldest inhabitant told us, belonged to a Colonel Skeate, who, being ill when his regiment left, was buried by the incoming regiment. The wood behind the police station was, we were told, almost impassable. For miles the thick woods lie untrodden by man, except when a few Maroons or other negroes go hunting the wild hogs which abound, or "fowling," *i.e.* shooting pigeons.

After leaving Maroon Town we visited the chief settlement of the Maroons in the west end of the island, Accompong, and experienced rough travelling. In places there was nothing but the bare limestone rock for yards, without a scrap of earth. Nothing but a pony bred in the district could have negotiated it successfully. But once on the main path riding was easy. One was struck by the amount of cultivation on either hand; here and there a patch of bananas, here and there yams, and so on. On reaching the town of Accompong, we saw a number

¹ Now the 1st Durham Light Infantry.

² Now the South Staffordshire Regiment.

³ Afterwards the Royal Munster Fusiliers, which were disbanded on July 31st, 1922.

of houses scattered about and a small church nearing completion. Across a "pit" stood the "Colonel's" house on the opposite side.

Rose Hall, just off the main road between Montego Bay and Falmouth, is typical of the palatial "great houses" in which West Indian planters lived in the days when sugar was king. It is said to be haunted by the ghost of Mrs. Palmer—not the lady whose virtues are recorded on the monument by Bacon in the church, but a second Mrs. Palmer, an Irish immigrant, whose residence in Jamaica was characterised by the extreme brutality with which she treated her slaves and the facility with which she disposed of her husbands. The Hon. John Palmer, of Rose Hall, was her fourth, and she wore a ring inscribed, "If I survive I shall have five." Fortunately, this inhuman wretch did not survive, but was herself murdered by her slaves on the neighbouring estate of Palmyra. For many years rumour connected this modern Brinvilliers with the monument in the Parish Church in Montego Bay, and certain marks in the neck of the figure of Jamaica—wrongly believed to be Mrs. Palmer—were pointed out by the superstitious. In actual fact the monument was erected to the memory of the Hon. John Palmer's first wife¹ (see page 285).

The house, which was erected in 1760 at a cost of £30,000, was at that time one of the most handsome great houses in the island. Hakewill (1825) thus describes it :

It is placed at a delightful elevation, and commands a very extensive sea view. Its general appearance has much of the character of a handsome Italian villa. A double flight of stone steps leads to an open portico, giving access to the entrance hall ; on the left of which is the eating-room, and on the right the drawing-room, behind which are other apartments for domestic use. The right wing, fitted up with great elegance and enriched with painting and gilding, was the private apartment of the late Mrs. Palmer, and the left wing is occupied as servants' apartments and offices. The principal staircase in the body of the house is a specimen of joinery in mahogany and other costly woods seldom excelled, and leads to a suite of chambers in the upper storey.

¹ The story of Rose Hall is told in "West Indian Tales of Old," London: Duckworth & Co.

Drives can also be taken to **Lucea** (25 miles along the coast road to the west, $6\frac{1}{2}$ hours), and **Falmouth** (22 miles, $6\frac{1}{2}$ hours; *see* page 282). The church at Lucea contains a monument to Sir Simon Clarke, Bart., by Flaxman (1777).

The main road which leaves the east end of Kingston leads to **Rock Fort**, passing on the way **Bournemouth Bath**, a favourite Country Club with a delightful swimming pool, a dance floor and other amenities.

Near the terminus of the trams are **Rock Fort Gardens**, a popular place of entertainment. About a mile farther on near a quarry worked by convicts, are a bricked-in public bath with curative waters, and the historic **Rock Fort**, which was erected in 1694 at a time when Jamaica was in danger of invasion by the French under du Casse from Santo Domingo. The fort, which had been for many years derelict, was again manned for a short time in 1865 when it was feared that the rising in St. Thomas might spread to Kingston. The road proceeds past Harbour Head ($1\frac{1}{2}$ miles) and the Hope River ($\frac{1}{2}$ mile), which, though generally dry, is impassable after heavy rains; three-quarters of a mile farther are the huts of the cable company, a quarter of a mile beyond which the Cane River—also usually dry—has to be crossed. **Bull Bay** ($9\frac{1}{2}$ miles from Kingston) is a straggling town of no importance. Beyond it the road crosses the Yallahs River ($7\frac{1}{2}$ miles), passes the Yallahs Ponds (3 miles), and after crossing the Johnson River ($5\frac{3}{4}$ miles) reaches **Morant Bay** ($30\frac{1}{2}$ miles from Kingston), the scene of the rebellion of 1865, which was suppressed by Governor Eyre.

The island had been suffering from a period of depression, and its finances were in a serious state, involving new taxation. Discontent was rife among the negroes, and the smouldering fires of rebellion burst into flame on October 11th, 1865, when an unruly mob set fire to the Court House at Morant Bay and murdered the Custos, or Chief Magistrate, Baron von Ketelholdt, a naturalised German, and other prominent magistrates. Martial law was proclaimed in the district, and George

William Gordon, a coloured member of the Legislative Council, who was said to have incited the people, was taken from his estate, Cherry Garden, to Morant Bay, tried summarily and hanged, thus sharing the fate of many ringleaders. By transferring Gordon from Kingston, where martial law was not in force, to Morant Bay, where it was, and then trying him under it, Governor Eyre committed a technical blunder, but his firm action saved the island.

At **Serge Island Estate**, a short drive up the Blue Mountain Valley, the sugar-canes are ground by electric power generated by turbines driven by the water of the Johnson River, which has been dammed, forming a large lake.

Bath, in the parish of St. Thomas (40 miles from Kingston), boasts the hottest mineral spring in the island. It can be reached by a bridle road just beyond Morant Bay or from **Port Morant** ($7\frac{1}{4}$ miles farther on), from which it is $6\frac{1}{4}$ miles distant. The road from the town of Bath to the spa follows the windings of a deep and narrow gorge. Along the bottom of this flows a perennial spring, to which numerous rills running down the rocky sides covered with ferns contribute. The mineral waters break from the rocks at different levels, and can be distinguished from the ordinary waters of the gorge by their warmth. The largest spring issues from the face of a perpendicular rock. A covered reservoir of masonry has been built round the outlet, and a pipe fixed in it carries the water to the bath-house. In wet weather the temperature of the water, as it runs from the rock, is 128° Fahr., and it rises in dry weather to 130° Fahr. Tradition asserts that these waters were discovered by a negro Bladud. The analysis of the Bath water gives the following mineral constituents in one gallon of water :

Chloride of sodium	. . . . .	13.84 grains.
" potassium	. . . . .	0.32 "
Sulphate of calcium	. . . . .	5.01 "
" sodium	. . . . .	6.37 "
Carbonate of sodium	. . . . .	1.69 "
Silica	. . . . .	2.72 "
Oxide of sodium combined with silica	. . . . .	1.00 "
Organic matter	. . . . .	0.99 "

An excursion to the mountains from Bath by the **Cuna-Cuna** road is interesting. The road (a bridle-path) passes over a wild and mountainous district, and, crossing the main ridge, enters the valley of the Rio Grande, which flows out on the north side of the island. The bridle-path is continued to Moore Town, and arrangements can be made for motor-cars to meet travellers and convey them to Port Antonio, $9\frac{1}{2}$ miles distant.

Beyond Port Morant, the coast road proceeds past Phillipsfield ($2\frac{1}{4}$ miles), Golden Grove (4 miles), Amity Hall ($1\frac{7}{8}$ miles), from which a road leads to Holland Bay and Morant Point Lighthouse, Manchioneal ($10\frac{1}{8}$ miles), and Priestman's River ($9\frac{1}{2}$ miles), to Port Antonio (*see* page 279) (77 miles from Kingston by this route).

TURKS AND CAICOS ISLANDS

TURKS and Caicos Islands are two groups between latitudes 21° and 22° N. and longitudes 71° and $72^{\circ} 37'$ W., the former lying to the east and the latter to the west of the Grand Turk Passage, which is about 21 miles wide, and forms one of the principal passages for vessels proceeding from the north to Cuba and Jamaica. Turks Islands consist of Grand Turk and Salt Cay (with a population of 1,681 and 398 and an area of 10 and 6 square miles respectively) and a number of uninhabited islets; while the Caicos group comprises numerous small cays and six larger islands—South Caicos, East Caicos, Grand or Middle Caicos, North Caicos, Blue Hills or Providenciales, and West Caicos—with a population of 3,536. Caicos Islands, lying in a semicircle, form the northern and part of the eastern and western borders of what is known as the Caicos Bank. This bank, fringed on the south by a reef, is to all intents and purposes a large and shallow lake of salt and whitish water, extending in its widest parts 50 to 60 miles north and south and 75 miles east and west.

INDUSTRIES. The principal industries are the collection of salt, sponges, and conchs, and the cultivation of cotton and fibre. The process of making salt in these islands is that of solar evaporation, the hot sun and strong winds, together with a low rainfall, furnishing ideal conditions for the industry. The salinas or salt-ponds are partitioned off into series of basins with sufficient fall from one set to another to cause the water to flow through them, the vegetable and mineral impurities being successfully precipitated before the brine reaches the last set, called the "making pans," where the salt becomes crystallised ready for raking. Over a million bushels (28 to 40 bushels to the ton), are annually exported in bulk, most of it finding a market for packing purposes on the eastern seaboard of Canada and the United States. The export of sisal from Caicos Islands fluctuates considerably, according to prices and climatic conditions. The sponge fisheries are confined exclusively to the Caicos Bank. There are several purchasing stations among the islands. The chief varieties of sponges gathered are wool, velvet, reef, yellow, and grass. Owing to the destructive methods of fishing and to the absence of regulations for the conservation of the beds, the output has decreased in late years, and experiments have been made successfully with the propagation of sponges by cuttings.

Conchs are gathered chiefly for their meat, which is a favourite article of food locally and in Haiti. Occasionally a pink pearl is found in the conchs, the shells of which are burned to make lime.

CLIMATE. The climate of Turks and Caicos Islands is healthy, the extreme range of temperature being from 58° to 93°, and the mean 78°; but the absence of fresh vegetables, practically the whole of the food consumed being imported, renders residence for Europeans very trying.

HISTORY. Although included in the same dependency, Turks have a separate history from that of Caicos Islands; for, in spite of their proximity and frequent intercourse, the two groups were from 1799 to 1848 regarded as two parishes of the Bahamas, those of St. Thomas and St. George. Turks Islands were discovered about 1512, but no attempt at occupation was made until 1678, when their value for the production of salt was recognised by the colonists of Bermuda. The first Royal Regulations for the government of the salt-ponds show clearly that down to 1781 no permanent settlement or idea of fixed property in the ponds was entertained. Recognition was then given to the Head Right system, whereby one-third of the ponds was reserved to meet the expenses of common government and the other two-thirds were annually shared among all British inhabitants present in the island on February 10th. Every adult was entitled to a full share; while children, measured according to what may have been the fore-runner of the decimal system, were allotted so many tenths in proportion to their

height. The owners received the benefits of the shares allotted to their slaves. It would appear that some of the public officials and the ministers of religion received their salaries in bushels of salt ; which calls to mind the ancient *salarium* or salt allowance of the Roman soldier.

Towards the end of the eighteenth century the Bahamas Government, perceiving the strategic and growing commercial importance of the islands, laid claim to them as forming geographically an integral part of the Bahamas group, and, despite the vigorous protests of the Bermuda salt-rakers, it was determined by Order in Council in 1804 that the legislation of the Bahamas Government should be extended over them. After a bitter struggle lasting over half a century, it was ultimately recognised that difficulties of communication and conflicting commercial and industrial interests between Turks Islands and the other islands of the colony rendered common legislation impracticable. In 1848 an Order in Council placed Turks and Caicos Islands as an independent administration under the supervision of the Governor of Jamaica. Meanwhile, emancipation with its social upheaval having necessitated a change in the tenure of the ponds, the Head Right was replaced by a leasehold system.

Caicos Islands, which in 1848 were appended to Turks Islands for the purposes of government, were originally occupied by loyalist refugees from Georgia after the declaration of independence by the United States ; but the white owners, owing to losses resulting from hurricanes and the destruction of their cotton, sugar, and other crops by insect pests, seem to have lost heart and departed, abandoning the lands to their slaves. The traditions of " Old Massa " are still to be traced among the descendants of these slaves. After its incorporation with Turks Islands serious attention was directed to the capabilities of the group for salt production, and in about 1850 Cockburn Harbour was laid out in salt ponds on more modern lines than those of Grand Turk and Salt Cay, and it was not long before it was able to export more salt than either of those two settlements.

For several years after the establishment of independent government, remunerative prices enabled the lessees of the salt ponds to carry on the industry with a fair margin of profit, but a succession of bad seasons rendered a further change of tenure from leasehold to freehold imperative. Conversion to fee-simple was granted in 1862, one-tenth of the value of the salt exported being secured as royalty in perpetuity to the Crown. The hurricane of 1866, however, left both the Government and the pond owners in a state of financial embarrassment, and, after a hopeless struggle for several years, the export tax on salt was removed (the royalty still continuing), drastic retrenchment effected, and the elective system of legislation abolished, the islands becoming in 1873 a Crown Colony and a dependency of Jamaica.

CONSTITUTION. The Legislature of Turks and Caicos Islands consists of a Legislative Board comprising the Commissioner and Judge, and not fewer than two nor more than four other persons appointed by the Governor of Jamaica. Taxation and expenditure, and all local matters are regulated by this Board.

ACCOMMODATION. There are no hotels or boarding-houses in the islands. Visitors should therefore furnish themselves with suitable introductions and make arrangements for board and lodging in advance.

COMMUNICATION. Steamers of the New York and Porto Rico Steamship Company call at Grand Turk *en route* between New York and Santo Domingo. The boat fare between the steamer and the shore is 1s. (24c.) each way.

SIGHTS. A visitor to Turks and Caicos Islands can best spend his time in studying the life and character of their inhabitants and the manner in which their industries are carried on. There are no "sights" properly speaking; but the charm and novelty of life on coral islands off the beaten track, and the hospitality of the inhabitants, go far to make up for their absence. The Commissioner's residence, "Waterloo," is about three miles from the landing-stage at the south-west of the island. The principal church is about a quarter of a mile from the settlement.

THE CAYMAN ISLANDS

THE CAYMAN ISLANDS, which constitute a dependency of Jamaica, lie between latitudes $19^{\circ} 16'$ and $19^{\circ} 45'$ N. and longitudes $79^{\circ} 83'$ and $81^{\circ} 30'$ W., 110 to 156 miles to the north-west of the west end of that island. They comprise Grand Cayman (population 3,945), Little Cayman (population 95), and Cayman Brac (population 1,213), and have a total area of 225 square miles. Grand Cayman is 17 miles long by 7 wide, Little Cayman 9 miles by 1 mile, and Cayman Brac 10 miles by 1 mile. The coasts of Grand Cayman are for the most part rock-bound, and the island is surrounded by reefs. On the north side it has a large harbour over 6 miles wide, It has two towns—Georgetown and Boddentown—and several villages. In Grand Cayman there are about 40 miles of roads, and in Cayman Brac 15 miles, which

are very well kept. The inhabitants are well-to-do and there is no poverty, each family having its own homestead, which is invariably well cared for.

INDUSTRIES. The Cayman Islands are the centre of an important turtle-fishing industry, the turtle being caught on the Cays on the coast of Nicaragua and brought to the islands to fatten. They are then sent to Jamaica for shipment abroad. The fishing fleet consists of thirty or forty schooners and sloops. The green turtle are shipped to England and America, but the hawksbill turtle are killed and their shells—which form the tortoiseshell of commerce—removed. When the green turtle are first caught the initials of the owners are cut on their shells, and they are placed in “crawls” until the boats are ready to return to the Cayman Islands. The green turtle have a keen sense of locality, and cases have been known where they have escaped and have been found in the fishing-grounds over three hundred miles away. Other industries include the manufacture of rope from the thatch palm, which grows wild, the raising of cattle and horses, and the cultivation of coco-nuts, which has been extended rapidly in recent years.

CLIMATE. In summer the weather is hot, the temperature averaging about 84° Fahr.; but in autumn and winter it is refreshingly cool, the morning temperature often being below 70° Fahr. On the whole the islands are extremely healthy. The rainfall averages about 70 inches per annum.

HISTORY. The Cayman Islands were discovered by Columbus on May 10th, 1503, on his return voyage from Porto Bello to Hispaniola, and were called by him “Las Tortugas” from the abundance of turtle which he found there. Their present name was attributed by the late Dr. G. S. S. Hirst, Commissioner from 1907 to 1912, to the fact that early settlers found alligators, or “cayman” as they are still called in Jamaica, in the lesser islands. Another ingenious though less plausible suggestion is that it is derivable from Cay Mano—the cay like a hand. With regard to Cayman Brac, we are told that Brac is synonymous with “Bluff.” The islands were never occupied by the Spaniards, but were mainly settled by English from Jamaica. Their formal colonisation dates from 1734, between which year and 1741 a number of patents of land were issued. The present inhabitants are mainly descendants of the original settlers and their servants, as each patentee was compelled to carry with him to the island a certain number of white men besides slaves. In 1774 there were, according to Long, one hundred and six white persons on the island of Grand Cayman, who had a “Chief or Governor of their own choosing.” For many years the islands were frequented by buccaneers, and “hidden treasure” has been found in them from time to time.

CONSTITUTION. The government of the Cayman Islands, a dependency of Jamaica, is administered by a Resident Commissioner. Local affairs are controlled by a body styled the "Justices and Vestry," whose enactments become law when assented to by the Governor of Jamaica. The Commissioner is a regular "Pooh-Bah," carrying out as he does, besides the duties of Chief Executive Officer, those of Collector-General of Customs, Treasurer, and Judge.

COMMUNICATIONS. Communication between Jamaica and the Cayman Islands is effected by motor vessels, which make about fifteen voyages in each direction every year.

SIGHTS. Visitors to the Cayman Islands must be content with the novelty of their surroundings and a study of the people and their industries as far as occupation is concerned. Among the natural curiosities at Boddentown are a cave which extends for some hundreds of yards under the sea, and a remarkable natural cistern, said to be from 40 to 42 feet deep, which contains clear spring water, at East End. The cistern measures 70 by 50 feet, and is situated in the middle of a cliff of solid flint rock. It is said to assume a turbid appearance and to emit offensive smells on the approach of a storm. There is also a curious cave containing wide subterranean passages on the north side of the island about $1\frac{1}{2}$ miles inland from Old Man's Bay.

MORANT CAYS AND PEDRO CAYS

THE MORANT CAYS are 33 miles south-south-eastward from Morant Point, Jamaica. They are three in number, North-east Cay, South-east Cay, and South-west Cay.

The Pedro Cays are between 40 and 50 miles southwest of Portland Point, Jamaica, and consist of four islets, North-east Cay, Middle Cay, South-west Cay, and South Cay.

The Morant Cays and Pedro Cays were taken possession of on behalf of the British Crown in 1862 and 1863 respectively. They were not at first annexed to any colony, but the Governor of Jamaica was given powers to deal with any guano islands or cays within the West

Indian naval waters which were not already dependencies. Letters patent were issued in June, 1864, authorising the Governor of Jamaica to grant leases of, and licences to take guano from, the islands. In 1906 the Morant Cays were leased for seven years to Captain S. E. Bodden, and the Pedro Cays for seven years to Captain John Greenwood. By Letters patent the Cays were formally annexed to Jamaica by a proclamation on June 1st, 1882. For judicial purpose they now form part of the parish of Kingston. Sea birds visit the Cays in great numbers in March and April and lay their eggs, which are conveyed by schooner to Jamaica.

The Morant Cays and Pedro Cays, which are at present leased to a commercial firm in Kingston, Jamaica, are quite "off the beaten track"; but a visitor to Jamaica in search of experience and adventure might do worse than charter a schooner and explore them. It is recorded that in 1825 some kindly Jamaica planters in St. Thomas-in-the-East planted some coco-nut trees on the cays for the use of shipwrecked sailors.

CHAPTER X

THE FRENCH WEST INDIES

GUADELOUPE, which has an area of 619 square miles and a population of 229,822, lies between latitudes $15^{\circ} 59'$ and $16^{\circ} 20'$ north, and longitudes $61^{\circ} 31'$ and $61^{\circ} 50'$ west, between Montserrat and Dominica, and 79 miles north of Martinique. It consists really of two islands, Grande Terre (255 square miles) and Basse Terre (364 square miles) which are separated from one another by the Rivière Salée, a salt river or strait four miles long. Basse Terre, or Guadeloupe *proprement dite*, the western island, is volcanic and the Soufrière, the highest mountain (4,900), has numerous small craters, some of which emit sulphurous fumes. Adjoining this mountain is the crater of l'Echelle which has several active outlets. Grand Terre, the eastern island, is comparatively flat, being of limestone formation. The seat of government is in Basse Terre (population 8,318) to the south-west of the Soufrière; but Pointe-à-Pitre, in Grand Terre to the east of the estuary of the Rivière Salée, is the principal commercial centre.

INDUSTRIES. Sugar, which is cultivated mainly in Grande Terre, is the principal crop of Guadeloupe, but cereals, cacao, coffee, vanilla, cotton, cassava, yams, and potatoes are also produced.

CLIMATE. The average temperature of Guadeloupe during the tourist months is 68° Fahr., and the climate is quite healthy in the country districts, though Pointe-à-Pitre suffers from being almost surrounded by a mangrove swamp. The rainy season extends from July to November, the cool from December to March, and the dry from April to June.

HISTORY. Guadeloupe was discovered by Columbus on November 4th, 1493, and was so named by him as a compliment to the monks of the monastery of Guadeloupe in

Estremadura. It was first occupied by the French in 1635 under Olive and Duplessis, and in 1759 was taken by the English who had previously made attempts on it in 1609 and 1703, but the French recovered the colony in 1763. In 1794 Pointe-à-Pitre and Basse Terre were captured by the expedition under Sir Charles Grey and Sir John Jervis. Two months later, however, Victor Hugues, the Commissary of the Convention, landed at Gosier and drove the English from their positions. Jervis then returned with reinforcements and compelled the French to surrender, but Victor Hugues rallied his forces and inflicted a defeat on the English, after which Jervis re-embarked the troops and withdrew. In 1810 the English again became masters of Guadeloupe, but it was restored to France in 1814. In the following year it was again taken by the English after the Battle of Waterloo, and administered by them on behalf of the legitimate government of France until 1816 when a French Government took over control.

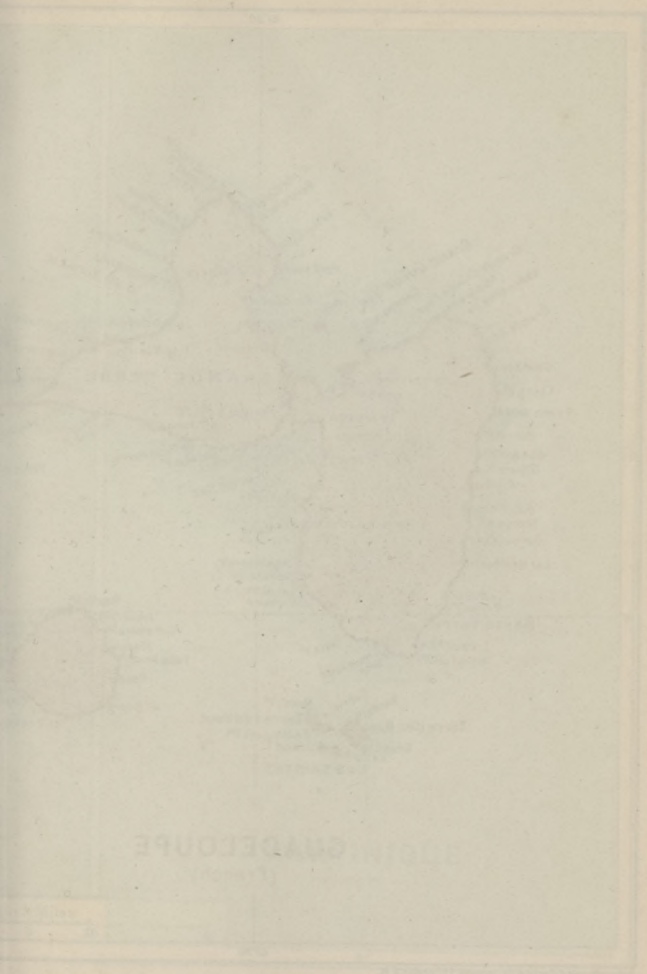
CONSTITUTION. The administration of Guadeloupe and its dependencies is vested in a Governor, who is assisted by a Privy Council, and has under him a General Secretary, a Procurator-General, and a Paymaster. There is also an elective General Council. The colony, which forms a department of France, is divided into two arrondissements, and comprises thirty-four communes with elective municipalities.

ACCOMMODATION. *Basse Terre.* *Nolivos Hôtel* and *Hôtel Rousseau.* *Pointe-à-Pitre.* *Hôtel des Antilles,* *Hôtel de Paris* and *Hôtel Beauséjour.* Board and lodging: rates vary with the exchange.

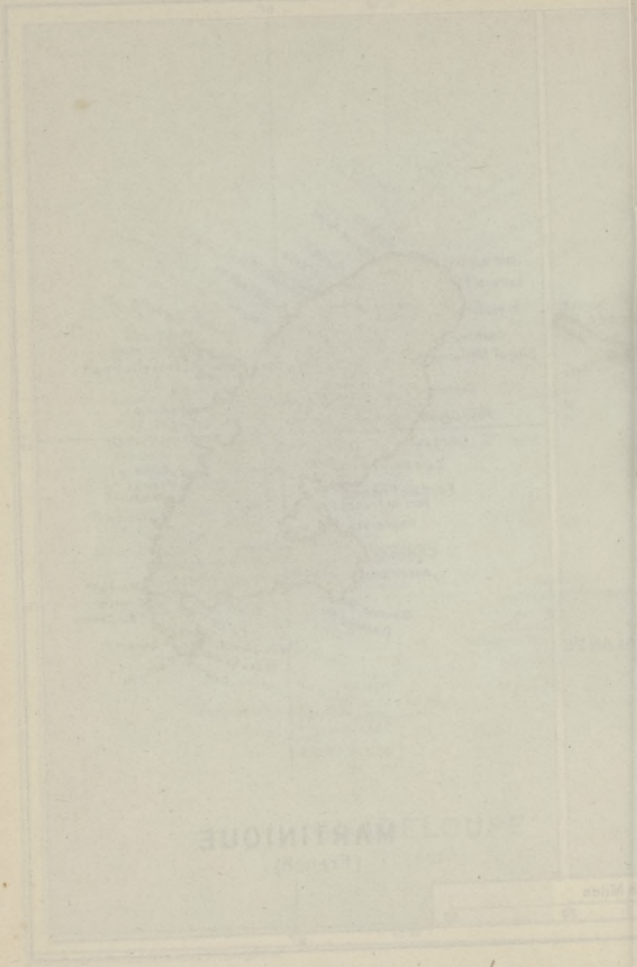
COMMUNICATIONS. Guadeloupe can be reached direct from France in 11 days, and from New York in 8 days. (See Appendix I.) The boat fare between the steamer and the shore is 3 francs. **Motor-cars** are obtainable at the chief towns. A public service of motor-cars plies between Pointe-à-Pitre and Basse Terre (60 kil., 3 hours). Leaving each town at 6 A.M., they return at 6 P.M. A **Coastal steamer** leaves Pointe-à-Pitre for Basse Terre and the intermediate communes every Monday and Thursday at 7 A.M. and returns every Tuesday and Friday at the same hour. It visits Marie Galante every Wednesday and Sunday, Désirade on the first and third Thursday in each month, and the Saintes every Monday, returning in each case on the same day. Other parts of the island can be reached by diligence and small steam and sailing craft. An auxiliary steamer of the Cie. Générale Transatlantique calls at Saint Barthélemy and St. Martin every 28 days on her voyage from Pointe-à-Pitre and Basse Terre to Haiti, returning 11 days later.

SPORTS. Lawn tennis and Football are played. Pigeon, turtle doves and partridges afford fair Sport.

CLUB. The only club of consequence to visitors is the **Circle de l'Amitié** in Basse Terre, which lives up to its name. The residents in Basse Terre and Point-à-Pitre are very hospitable.



ILE DE GUADELOUPE



MARTINIQUE

Scale

SIGHTS. **Basse Terre**, the seat of Government of Guadeloupe, stands near the south end of the leeward coast of the mountainous division of the colony lying to the west of the Rivière Salée. It dates from 1643, but its glory departed with the development of Pointe-à-Pitre, which soon usurped its position as the chief commercial town. The port has three piers, the centre one of which is a popular resort at sunset. On gaining the shore one reaches the **Cours-Nolivos**, the principal promenade. Another open space is the **Champ d'Arbaud**, planted with handsome royal palms and mango trees. Here races are held annually on July 14th, the anniversary of the taking of the Bastille, which is observed as a national fête day in Guadeloupe as it is in France. Beyond this again is the **Botanical Garden**.

The country behind Basse Terre is rugged and extremely beautiful. Interesting excursions can be made to the **Soufrière** and **l'Echelle**, two volcanic craters, visiting the thermal baths of **Bains Jaunes en route**, and to the baths of **Dolé** and to **Sofaia**.

Pointe-à-Pitre owes its name to a sailor named Pieters, who landed there in 1654, with a contingent of Dutch families which had been driven out of Brazil for religious reasons. It stands on the east shore of the estuary of the Rivière Salée, which links the gulf of Grand Cul-de-Sac in the Atlantic with that of Petit Cul-de-Sac in the Caribbean and separates Grand Terre from Basse Terre. The town is protected from the south by numerous islets, among which the Ilet à Cochons, to the east, is prominent.

To the right on entering the harbour is the Usine d'Arboussier, the largest sugar factory in the colony. (Permission to visit it can readily be obtained.) Over the door is a bust of M. Cail, who was responsible for its establishment. To the left is **Morne Savon**, or Patate, a low hill covered with bush and scrub, once the main route between Basse Terre and Pointe-à-Pitre, with which it was connected by the Gabarre, or ferry, now replaced by a bridge over the Rivière Salée. On this Morne many victims of the Revolution were buried.

The venturesome can gain it from Pointe-à-Pitre by motor-boat, and scrambling through the bush they will find near the summit the remains of a large tomb under which the bodies probably lie ; but it should be noted that the mosquitoes and sand-flies are tiresome.

After the withdrawal of Sir Charles Grey and Sir John Jervis in 1794 (*see* page 300) no fewer than three hundred Royalists who had assisted them suffered death at the hands of Victor Hugues.

The republicans erected a guillotine, with which they struck off the heads of fifty of them. Thinking, however, this mode of proceeding too tedious, they invented a more summary plan ; they tied the remainder of these unhappy men fast together, and placed them on the brink of the trenches which they had so gallantly defended ; they then drew up some of their undisciplined recruits in front, who, firing an irregular volley at their victims, killed some, wounded others, and some, in all probability, were untouched ; the weight, however, of the former dragged the rest into the ditch, where the living, the wounded, and the dead shared the same grave, the soil being instantly thrown upon them.—*Cooper Willyams.*

It was off this harbour that the memorable action between the *Blanche* (32 guns) and the *Pique* (38 guns) took place on January 5th, 1794. Captain Robert Faulknor, known on account of his courage and determination as “The Undaunted,” encountering the republican frigate *Pique*, engaged her for five hours with the greatest fury and obstinacy, and was killed by a musket-ball as he was for a second time lashing the bowsprit of the *Pique* to the capstan of his own ship.¹ This action was commemorated by verse and by many engravings, and it is noteworthy that during the Great War two of his Majesty’s ships were named *Faulknor* and *Undaunted*.

Pointe-à-Pitre is a picturesque town of well-built houses, the lower parts of which are mostly built of stone with upper stories of wood, many painted in gay colours. From near the landing-place the Rue Frébault leads to the Rue d’Arbaud, running east and west. On

¹A fuller account of this memorable action is given in “A Wayfarer in the West Indies.” London : Methuen & Co., Ltd.

the south side of the latter, where the two streets meet, is the **Royal Bank** of Canada, and farther along to the west the offices of the French and English **Cable Companies**. Beyond them the street leads to the docks and wharves. The **Post Office** is in the Rue Gambetta, which leads from the Place du Marché to the Place de la Victoire.

At the east end of the Rue d'Arbaud are the markets, specially interesting at early morning, and the historic **Place de la Victoire** (formerly Place Sartine), which commemorates the defeat of the English on July 2nd, 1794 (*see* page 300). In 1813 this Place was called Place Skinner after the English General who succeeded Admiral Cochrane as Governor of Guadeloupe. During the Terror the scaffold was erected in the middle of the Place and many Royalists were guillotined upon it. It is recorded that on one day, October 6th, 1794, twenty-seven colonists were executed on this spot. The Place is surrounded by ancient sand-box trees (*hura crepitans*), which date from the period of Victor Hugues, and now has a band-stand and a bust of General Frébault (Governor 1860-1864). It is a favourite promenade in the evening and on fête days. The **Musée l'Herminier**, founded by the Doctor of that name (1802-1866), has an interesting collection of Carib implements and specimens of the flora and fauna of the colony.

The **Cathedral** is in the Place de l'Eglise (to the east of Rue Frébault), in which there is a bust of Admiral Gourbeyre (February 8th, 1842), placed there by "Pointe-à-Pitre reconnaissante." Other buildings in the square are the Bishop's Palace, the Court House, and the Gendarmerie.

The main road from Pointe-à-Pitre to Basse Terre crosses the Rivière Salée by the Pont de l'Union (1906) and, traversing the dismal mangrove swamp which almost encircles the town, passes the experiment station, the **Station Agronomique** de la Guadeloupe, which those interested in agriculture should not fail to visit. The road to the east of the town takes one to

Baie de Fort, which commands glorious views of Grande Terre, the Saintes, and Marie Galante. The ruins of **Fort Fleur d'Épée** (renamed, while held by the 43rd Regiment, Fort Prince of Wales), the scene of bitter struggles between the French and English in 1794 (see page 300), can be inspected, and it is said that inscriptions carved by English prisoners can be seen in some of the casemates. Here is a description of the scene in this fort after its capture in April, 1794 :

At the gates of the fort was an heap of the slain, who had all died by the sword or bayonet. Within . . . a multitude of miserable wretches expiring of their wounds. . . . In the midst of this was His Excellency writing his despatches on a table, on which, fatigued with the action, an artilleryman was sleeping, whom the General would by no means have disturbed.—*Cooper Willyams.*

The favourite excursions of the inhabitants, of Pointe-à-Pitre are to St. Claude and Gourbeyre. The former is 70 and the latter 60 kilometres from the town, and both are 6 kilometres from Basse Terre. Their climate is very agreeable.

In the rainy season those residents of Pointe-à-Pitre who can afford to do so leave town for the heights of Petit Bourg, Sainte Rose, or Lamentin, where they can enjoy the thermal baths of the Ravine Chaud, or Sofaia, where there are sulphurous springs. Others seek recreation and health in the Saintes.

GUADELOUPE'S DEPENDENCIES

GUADELOUPE has five dependencies: Marie Galante, Désirade, the Saintes, Saint Martin, and Saint Barthélemy.

Marie Galante, which lies sixteen miles to the south-east of Guadeloupe *proprement dite*, was discovered by Columbus on November 3rd, 1493, and named after his caravel. The island is of coral formation. Its area is about 60 square miles and its population 15,182. It was first settled by the French, and thereafter frequently changed hands between them and the English; but

since 1816 it has remained under the Tricolour. Its capital is Grand Bourg, and its staple industry the production of sugar.

Désirade, six miles to the east of Grande Terre, was also discovered by Columbus on November 3rd, 1493. Like its neighbours, it is of coral formation. Some cotton is produced upon it; but its chief industry is the raising of live stock and fishing. To the south, between it and Marie Galante, are two islets known as Terre d'en haut and Terre d'en bas, not to be confused with those of similar names among the Saintes.

The **Saintes**, a group of islands seven miles to the south of Guadeloupe *proprement dite*, were once a strategic position of great importance, and gave their name to the sea fight between Rodney and de Grasse on April 12th, 1782, which the French call the Battle of Dominica (*see* page 244). They comprise Terre d'en haut to the east, with Ilet à Cabrits, Grand Ilet, and the Ilets de la Coche, and des Augustins, and Redonda, round it, and on the west Terre d'en bas.

Discovered by Columbus on December 4th, 1493, they were settled by the French in 1648, and thereafter shared the vicissitudes of Guadeloupe. On their mornes, or hills, are the remains of several old forts which testify to the former strength of the position. The larger of the islands are now devoted to the cultivation of sugar, cotton, and ground provisions, whilst a variety of grape grows there to perfection. Many of the peasants subsist by fishing.

Saint Martin, of which one part is owned by France and the other by the Netherlands (*see* page 336), takes its name from Sieur Saint Martin, who took possession of the island by virtue of a Commission of Louis XIII. The chief town in the French quarter is Marigot, and the industry is the cultivation of cotton.

Saint Barthélemy, or St. Bartholomew, lies to the south of Anguilla, about 108 miles to the north-west of Guadeloupe. Its eight square miles are very mountainous, and its soil, in spite of a scarcity of moisture, is not unfertile. Bananas, quassia, and tamarinds are

exported. The chief town is Gustavia, near the port, which is not very accessible. The island, which was occupied by the French in 1648, was ceded to Sweden in 1784, in exchange for the right of establishing an entrepôt for French merchandise at Gothenburg, but it was restored to France in 1877.

MARTINIQUE

The Home of the Empress Josephine

MARTINIQUE, which has a population of 244,439, lies in latitude $14^{\circ} 14'$ N. and longitude 61° W., almost equidistant from Dominica and St. Lucia. Its extreme length is 49 miles and breadth 13 miles. The island being volcanic is very mountainous. Its highest elevation is Mont Pelé (4,500 feet) at the north end. Other mountains of consequence are the Pitons of Carbet, $3\frac{1}{2}$ miles from the west coast between St. Pierre and Fort de France, Mont Conil, la Balata, Mont Vert, le Vespré, overlooking the east and south of the island, and le Vauclin, on the slopes of which the finest coffee in the island is cultivated. The island has many streams and rivers, of which about seventy-five are of considerable size. During the rainy season they frequently become raging torrents. St. Pierre, formerly the chief commercial centre of Martinique, was effaced by the eruption of Mont Pelé in 1902, but houses have again sprung up in the neighbourhood. Fort-de-France, the capital, is now the principal town.

INDUSTRIES. Sugar is the principal industry of Martinique, but coffee, indigo, mahogany and cinnamon also figure among the exports.

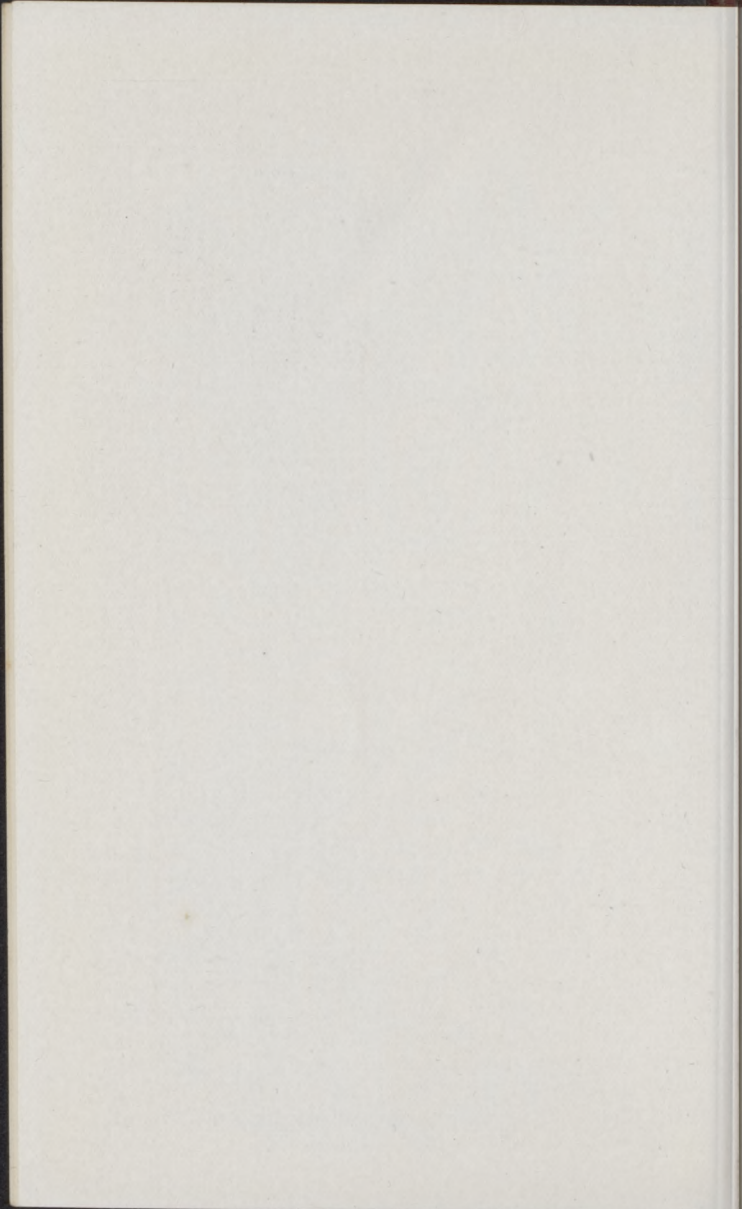
CLIMATE. From November to March the north-east trade wind prevails, and in those months the thermometer descends as low as 75° Fahr. in the towns and 66° Fahr. in the higher situations.

HISTORY. Martinique, which derives its name from the native Mantinino was discovered by Columbus on June 15th, 1502. The island was settled by France in 1635. It was captured by the English in 1762, but was restored in the following year. Like Guadeloupe, it constantly changed hands between



THE SAVANE AT FORT-DE-FRANCE, MARTINIQUE

In the centre is a peerless white statue of Empress Josephine, surrounded by stately Royal Palms.



France and Great Britain, but from 1794, when it was captured by Sir Charles Grey and Sir John Jervis, to 1800 it was the headquarters of the British forces in the West Indies. It was finally restored to France in 1815.

CONSTITUTION. Martinique is administered by a Governor assisted by a Privy Council, and controlled by an elective General Council of thirty-six members. The island is divided into two arrondissements—Fort-de-France and St. Pierre—nine cantons and thirty-two communes, regulated by the French law of 1884.

ACCOMMODATION. Fort-de-France. The *Hôtel de l'Europe*, *Hôtel de la Paix*, *Hôtel Excelsior*, *Hôtel Gallia* and the *Grand Hôtel* (facing the Savane) are recommended. Rates for board and lodging vary according to the exchange. There are also several boarding-houses.

COMMUNICATIONS. Martinique can be reached direct from France, and is on the route of passenger steamers from New York (*see* Appendix I). Landing at Fort-de-France is usually effected by shore boat, but the French mail steamers go alongside the quays. The roads are good and well suited for motor-cars, but the gradients are steep. The charge for motor-cars is about 60 francs per hour or 5 to 6 francs per kilometre.

SIGHTS. Fort-de-France, formerly Fort Royal, capital of Martinique since 1680, stands between the Rivières Monsieur and Madame, on the north shore and near the entrance of the magnificent bay of the same name. The town itself is on the flat; but behind it rise hills, on one of which is the historic **Fort Bourbon**, now known as Fort Desaix, which was captured by Sir Charles Grey and Sir John Jervis on March 25th, 1794. On that day the garrison consisting of nine hundred men marched out of the fort with colours flying, the English having allowed them the honours of war in recognition of their gallant defence of the position. Proceeding down the hill they laid down their arms and were embarked on board ships which took them to France. "Our troops, both army and that part of the navy that had served (during the siege) on shore, lined the road as the enemy passed; and entering the fort, they struck the French and hoisted the British colours, changing the name from Fort Bourbon to Fort George, in compliment to our gracious Sovereign, which it now bears."

Jutting out into the Bay at the east end of the town is the equally historic **Fort Louis**, under whose massive walls vessels visiting the port drop anchor. It was in

the harbour behind this fort that de Grasse's fleet lay before it sailed to meet defeat but not dishonour in the Battle of the Saints in 1782 (*see* page 244) and it was this fort whose walls Captain Robert Faulknor scaled on March 20th, 1794.¹ His Majesty's ships *Asia* and *Zebra* (Captain Faulknor) were ordered to stand in towards the harbour. Both did so; but three times the *Asia* veered round. So the *Zebra* went on alone.

Captain Faulknor, seeing that he stood no chance of being seconded by the *Asia*, and being all this time under a dreadful fire from Fort Louis, boldly pushed in towards the fort, still reserving his fire till he came close to the walls of it; and then running his ship aground, plying his small arms and great guns, he drove the enemy from thence, and leaping into a boat scaled the ramparts. Seeing the *Zebra* go in, all the boats with scaling ladders, attended by the gunboats, seemed to fly towards the scene of action. Those from Point Carrière mounted the walls near where Captain Faulknor had so gallantly run his ship, and seconding him, drove the enemy out of the fort, hauled down the republican flag, and hoisted the British union in its stead.—*Cooper Wilyams*.

At the head of the Bay is the plain of Lamentin, with the Vauclin mountain in the far distance, while on the south side is Trois Ilets with the Ilet à Ramiers, or Pigeon Island (not to be confounded with Rodney's. *See* page 176), on which the old fortifications can still be seen.

The English renamed the fort Edward after the Duke of Kent, but when they left it became once more Fort Louis.

From the steamer the spire of the church, the dome of the Schoelcher library, and the tufted summits of royal palms in Fort-de-France are conspicuous. The town, which once had a terrible reputation for yellow fever, is now comparatively healthy. It is characteristically French, and some Martinicans still adhere to the national costume, which differs from that of most of the English islands in its many-hued fichus and picturesque turbans.

¹Further episodes in the brilliant career of Captain Faulknor are related in "A Wayfarer in the West Indies." London: Methuen & Co., Ltd.

One of the principal hotels overlooks the **Savane**, an open park in the centre of which is a statue of the Empress Josephine in her coronation robes from the chisel of Vital Debray. It is surrounded by tall royal palms. The Empress has her head turned towards Trois Ilets across the Bay where she was born on June 23rd, 1763. Her father, M. de la Pagerie, a planter, was practically ruined by a terrible hurricane in 1767 through which 1,600 persons perished.

Martinique was also the home of Françoise d'Aubigné, who first married Scarron the dramatist and afterwards became the wife of Louis XIV.

Also overlooking the Savane are the **Government Offices**, the **Post Office** and the **Bibliothèque Schoelcher**. The latter, a curiously Eastern-looking building with a dome and overhanging roof, contains a library and a museum of plaster casts, ceramics, etc., bequeathed by Victor Schoelcher (1804-1893), who was mainly responsible for securing the emancipation of the slaves in 1848. In Place Barré, opening out of the Rue Schoelcher, there is a statue of that worthy by Marquet de Vasselot in front of the well-built Palais de Justice. Schoelcher is shown protecting a negro girl in the attire characteristic of Martinique, and the pedestal is inscribed :

AUCUNE TERRE FRANÇAISE NE PEUT PLUS PORTER D'ESCLAVES !
(No soil of France shall ever more hold slaves.)

On the hill at the head of Rue Schoelcher is a calvary and chapel from which a superb view of the harbour can be obtained.

An expedition which can be made in comfort in half a day or less is one to the **Baths of Absalon** situated in the mountains to the north-west of the town. The military camp of Balata (9 km.) is passed *en route*. Two kilometres beyond it the road to the baths descends to the left, and one kilometre farther on the modest Etablissement is reached. Steps down a ravine of exquisite beauty lead to the bath house. The thermal water, which has its origin in the Pitons of Carbet, is impreg-

nated with carbonic acid, with traces of iron, and is much resorted to by persons suffering from anæmia, fever, and rheumatism.

From Fort-de-France the expedition to the ruins of St. Pierre, which was overwhelmed by the eruption of Mont Pelé in 1902, takes about 2½ hours there and back.

Before the disaster **St. Pierre**, situated in a valley enclosed by well-defined spurs of hills running down to the sea, was one of the prettiest and most attractive towns in the West Indies. It resembled a small French provincial city, with its cabarets and cafés, at the tables of which the Martinicans sipped aperitifs. A long, well-paved street ran the whole length of the town, and the houses on either side, with red roofs (pierced with dormer windows) and green jalousies, were far better built than those in the neighbouring islands. Near the centre was the Roman Catholic Cathedral, and along the sea front a shady boulevard, much resorted to by the *flaneurs* of the doomed city, over which towered the majestic and solitary peak of Mont Pelé, 4,500 feet high.

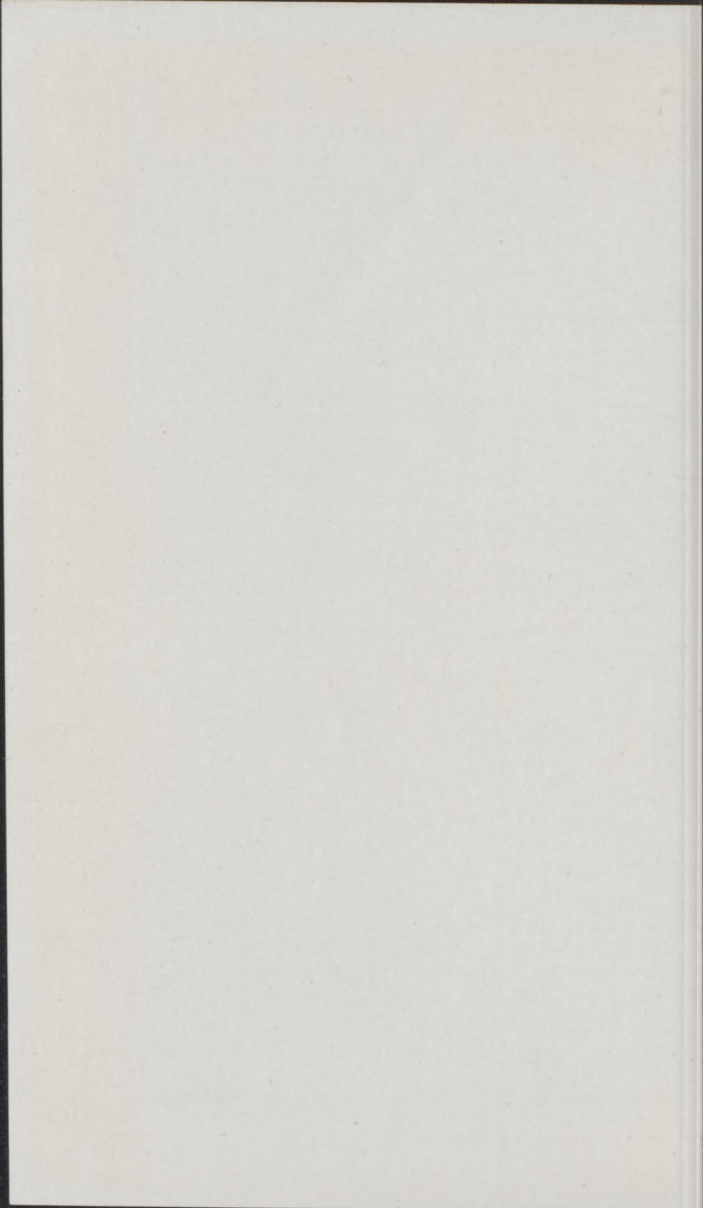
On the fateful May 8th, 1902, after many premonitory symptoms, which were ignored by the majority of the people, a huge mass of fiery vapour burst from the side of Mont Pelé and enveloped the town, including the Opera House, the Cathedral, and the residences, bringing death and destruction in its track. Indeed, not a building escaped the ravaging blast, and it is computed that fully 40,000 persons instantaneously lost their lives through asphyxiation or burning. Such a sight as Pliny witnessed in 79 A.D., when Pompeii was overwhelmed by the eruption of Vesuvius, was to be observed again at St. Pierre. Unlike the Neapolitan town, St. Pierre, which rapidly became overgrown with bush, contains no treasures of ancient or modern art. On the hill above, a shrine was miraculously left untouched by fire and ash.

Of all those actually in St. Pierre only one man escaped, a criminal in the condemned cell of the prison. This building was situated with its back to the volcano, and, the cells being of massive stone with a grated



THE *CENTAUR* LANDING MUNITIONS ON "H.M.S." DIAMOND ROCK

From a coloured engraving by J. C. Stadler, after J. Eckstein, 1805



window facing seaward, neither flame nor ash could enter. His escape was not for long, as the shock was so great that he died from it two days after he was rescued.

The eruption was graphically described by Mr. F. H. Watkins, Commissioner of Montserrat at the time.

For three months prior to the great outburst signs of active disturbance were manifest, and on April 25th, 1902, at 8 A.M., the neighbourhood was darkened as by a total eclipse of the sun. A shower of fine white ashes fell steadily for two hours, covering the district north of St. Pierre to the depth of nearly half an inch. When the fall of ashes ceased, the weather remained gloomy and calm, and the crater still continued to emit smoke. Excessive heat was experienced throughout the West Indies at this time. The volcano increased in activity until May 2nd and 3rd, when a tremendous outburst of fire and lava overwhelmed the large Guérin sugar estate, situated to the north of St. Pierre, burying, it is estimated, more than 150 persons. Although the fall of ashes did not cease, and some of the inhabitants left for St. Lucia, most persons in Martinique were in hopes that this was the culminating effort of Mont Pelé; and these hopes were heightened on Wednesday, May 7th, by the news that the St. Vincent Soufrière was in eruption, and by the thought that the Martinique volcano would thereby be relieved.

After the destruction of the Guérin and other estates to the north, the terrified and destitute labourers crowded into St. Pierre, to the number of 5,000, thus adding considerably to those destined to meet their fate in the crowning act of destruction.

The morning of May 8th dawned on St. Pierre with nothing to distinguish it from the others of the previous week. With the exception of smoke issuing from Mont Pelé, no signs of impending disaster were apparent. Being a *fête d'obligation*, the stores and shops were closed. In the roadstead lay about seventeen vessels of different sizes, among them being the *Roraima*, a fine steamer of the Quebec Line. To the north, opposite what had been the Guérin estate, the cable ship *Grappler* was busily restoring telegraphic communication with the northern islands. About seven o'clock the Scrutton steamer *Roddam* steamed up, but owing to some quarantine difficulties she was ordered to the place set apart for the ships in quarantine, and one anchor had been let go about eight o'clock. By being thus moored slightly out of the full force of the eruption, the *Roddam* probably escaped the fate of the other vessels. In a moment, without warning, came the awful catastrophe. Those who survived stated that the whole side of the mountain seemed to gape open, and from the fissure belched a lurid whirlwind

of fire, wreathing itself into vast masses of flame as it descended with terrible speed upon the doomed town. Before the true extent of their peril could be grasped, the fiery mass swept like a river over the town, and, pushing the very waters of the sea before it, set the ships ablaze.

In a few seconds, when the flames of the volcano had spent themselves, molten masses of lava and ashes, accompanied by a dense sulphurous vapour, asphyxiated those who had escaped death by fire and shock. The sulphurous fumes hung over the town for some minutes before being dissipated by a faint breeze, and then succeeded utter darkness, illumined by the burning houses and ships from which proceeded the shrieks of the few survivors. The *Grappler* was the first vessel to catch fire, and was soon seen to turn over and disappear, capsized probably by a sort of tidal wave caused by the force of the explosion. Some of those down in the hold and in the forepart of the *Roraima* managed to escape, but the steamer was burned to a mere shell. The *Roddam* alone escaped. Soon after her anchoring in the quarantine grounds the eruption took place, and immediately afterwards molten lava fell on the ship. In a few minutes a second explosion took place, causing the sea to become a raging cauldron, and this appears to have parted her anchor and caused her to drift. On board were fifteen labourers from Grenada looking after the cargo, seven of whom were roasted alive on the deck, while eight jumped overboard. The chief engineer, the first and second officers, and the supercargo lost their lives. Of the forty persons who left St. Lucia, only ten or twelve returned alive after taking nine hours to steam forty miles. Severely burned on his hands and face, Captain Freeman managed to bring his vessel to port.

The French cruiser *Suchet* landed search parties soon after midnight on May 9th, but they could not penetrate into St. Pierre, which was still in flames. When at last they did so they found the streets strewn with corpses and not a living soul in the town except the criminal above referred to.

By the irony of fate, the *Roddam*, which, like H.M.S. *Calliope* at Samoa, was the only vessel saved from destruction, became a total wreck in the Yenesei River on September 26th, 1905.

The name of the mountain is often incorrectly written Mont Pelée. It is really Mont Pelé or La Montagne Pelée, "the bald mountain." To call it Mont Pelée is as ungrammatical as it would be to call the high mountain in Europe Mont Blanche or La Montagne

Blanc. It is a point of interest in connection with the name that in Hawaii the goddess Pelé is credited with a volcanic residence, and that at Kilauea the tassels of fused obsidian are known as Pelé's hair.

Proceeding south from Port-de-France, steamers pass close under the beetling precipices of the **Ilet à Ramiers**, the old fortifications on the summit of which can be plainly seen with the glass.

Farther on, off the south-west extremity of Martinique is seen the historic **Diamond Rock**, or **Rocher du Diamant** rising from the sea "like a little haystack." Curiously resembling in appearance Ailsa Craig, this rock was manned in 1804 by English sailors, who hoisted cannon to its summit, and harassed the French ships as they passed to and from Fort Royal. (See page 180.) "H.M.S. Diamond Rock," as it was called, is now rarely visited except by fishermen; but it is said that the tomb of Lieutenant Robert Carthew Reynolds, who was buried there, can still be seen.

That gallant officer died in September, 1805, of wounds sustained seven months before, when cutting out the French corvette *Curieux*, which lay in the harbour of Fort Royal. His funeral was conducted with as much ceremony as circumstances would permit. All the officers of Commodore Hood's vessel, the *Centaur*, and every man and boy in the ship who had witnessed his brilliant exploit attended. Lieutenant Maurice, who commanded the rock, was himself one of the chief mourners.

CHAPTER XI

THE VIRGIN ISLANDS OF THE UNITED STATES

THE Virgin Islands of the United States comprise St. Thomas, St. John, and Santa Cruz (or St. Croix) which were purchased from Denmark in 1916, and transferred from the Dannebrog to the Stars and Stripes in the following year.

ST. THOMAS

ST. THOMAS lies in latitude $18^{\circ} 20'$ N. and longitude $64^{\circ} 55'$ W., 40 miles to the east of Porto Rico and 150 miles north-west of St. Kitts. Possessing a perfect land-locked harbour it enjoys a well-deserved reputation as a coaling station and port of refuge. Before the Great War it was the West Indian head-quarters of the Hamburg-American line and of the East Asiatic Company of Copenhagen.

The population, now 10,191, has declined in recent years owing to emigration to Haiti, Santo Domingo, and the United States.

The island, which has a total area of 32 square miles, is of volcanic origin. It has a range of rocky hills, running east and west, only sparsely covered with vegetation, which slope down to the sea. St. Thomas, the only town, formerly known as Charlotte Amalia (population 7,747), is built on three low spurs of this range and the harbour occupies the crater of an extinct volcano.

INDUSTRIES. Sugar was once the principal industry of St. Thomas. Bay-rum, manufactured from leaves of the bay tree (*Pimenta acris*) grown in the neighbouring island of St.

John, is now, however, practically the sole article of export overseas. Tropical fruits and ground provisions are produced for local consumption. St. Thomas was once the principal entrepôt in the West Indies, and purchasers from the other islands and from Central and South America used to repair to it for their supplies of merchandise. Since the establishment of steamship lines and the telegraph system, they have found it more convenient to deal with the merchants and manufacturers in America and Europe and to receive their goods direct. St. Thomas now only supplies some of the Virgin Islands and, occasionally, Haiti and Santo Domingo.

CLIMATE. The climate of St. Thomas is healthy for Europeans, and particularly enjoyable during the winter months when the trade-wind blows. The greatest heat is experienced in August, September, and October, but the thermometer rarely rises above 91° Fahr., while it sometimes falls as low as 64° Fahr. in January, February, and March.

HISTORY. St. Thomas was discovered on his second voyage in 1493, by Columbus, who found it inhabited by Caribs and Arawaks. In 1657 the island was colonised by the Dutch, who left, however, for what is now New York, giving place to the English twenty years later. It was the oldest of the three Danish colonies in the West Indies, having been taken possession of on behalf of the Danish Crown on March 30th, 1666. In 1671 the Danish West India and Guiana Company was formed in Copenhagen, and acquired the island. After slavery had been introduced in 1680 St. Thomas enjoyed great prosperity. The island was purchased from the company in 1755, and the King of Denmark took the government into his own hands, throwing open the port to all nations in 1764. The British held the island for ten months in 1801, and again from 1807 to 1815, when it was restored to Denmark, in whose hands it remained until 1917. Slavery was abolished in St. Thomas in 1848.

In 1867 a proclamation was issued announcing the approaching cession of St. Thomas to the United States, but the Senate refused to ratify the Convention, and negotiations were broken off. In 1901 negotiations were re-opened and the Danish Folkething voted for the transfer, but the Landsting in 1903 rejected it by a tie vote. Negotiations were resumed in 1916, and on December 22nd in that year a treaty was ratified by Denmark for the sale of the islands to the United States for \$25,000,000. This treaty was ratified by the United States, on January 16th, 1917, and on March 31st, in the same year, the Dannebrog was hauled down in Charlotte Amalia (now St. Thomas), the capital, and the Stars and Stripes hoisted in its place.

CONSTITUTION. The Virgin Islands of the United States comprise two municipalities, those of St. Thomas and St. John, and St. Croix. Legislative functions are vested in Colonial

Councils in each of the two municipalities. In St. Thomas and St. John there are 11 elected and 4 nominated members, and in St. Croix 13 elected and 5 nominated members.

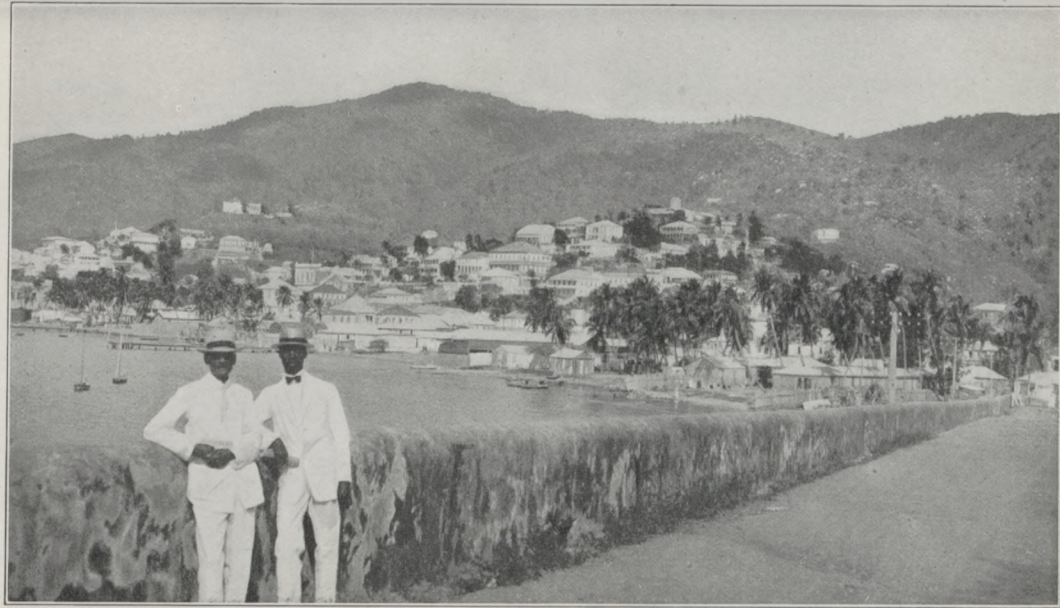
ACCOMMODATION. The *Grand Hotel*. Board and lodging, \$3.00 (12s. 8d.) per day. *Taylor's "1829" Hotel*. Board and lodging, \$2.50 (10s. 5d.) per day.

COMMUNICATIONS. St. Thomas is the first port of call of passenger steamers from New York (*see* Appendix I). Steamers lie alongside the wharves and there is no landing fee. Motor-cars can be hired at reasonable rates; also horses for riding.

SPORTS. There are two **Lawn tennis** clubs to which visitors are welcomed, and the **Boating** and **Bathing** to be enjoyed are above the average. Good **Sea-fishing** can be had in all the bays. The roads are excellent for **Cycling**. The Country Club has a 9-hole **Golf** course available for the use of visitors.

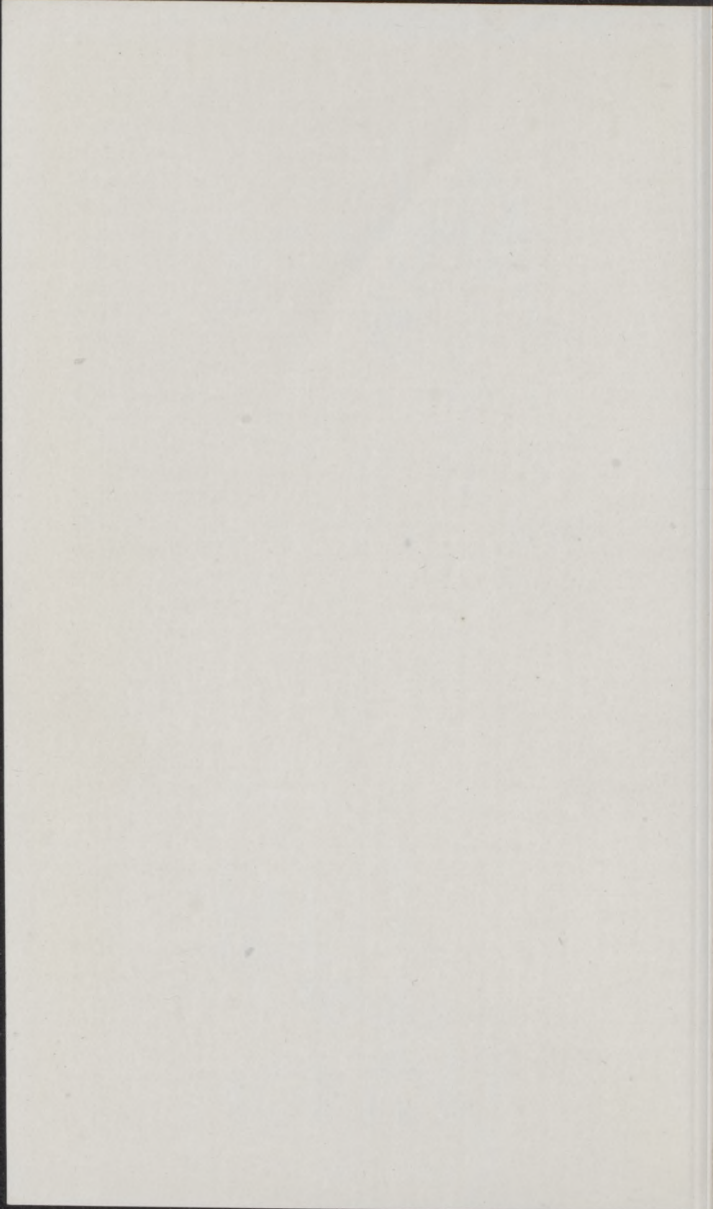
SIGHTS. Entering the harbour of St. Thomas by the narrow bottle-necked entrance under the shadow of **Cowell's Battery** (left) passenger steamers usually lie alongside a wharf immediately opposite the town. The town of **St. Thomas**, known until January 5th, 1921 (when its name was changed by the United States Geographic Board) as Charlotte Amalia, after the consort of King Christian V of Denmark, has a population of 7,747. It straggles over three spurs of the mountains, known to old-time sailors as the fore-top, the main-top, and the mizzen-top respectively, down to the water's edge. Above the town two towers are conspicuous. The one like a large band-box is the so-called **Bluebeard's Castle**, and the other is the famous **Blackbeard's Castle** (*see* page 319). Near the centre of the town by the waterside is a quaint little red fort now used as a police station.

The town can be reached from visiting ships by launch, direct to King's Wharf (one block from the business section), by motor-car in a few minutes, or on foot in about a quarter of an hour. The route lies across a small plain, once a prosperous sugar estate, and along the De Beltjen road, which is fringed with small villas and gardens gay with hibiscus, bougainvillea and coral-lita. Turning to the left down the Norre Gade one passes the **Park**, a garden surrounded by palm trees on the right, the **Cable office**, and the tiny castellated **Fort**



PART OF THE TOWN OF ST. THOMAS

{The town stands on three hills, which old-time sailors called "Fore-top, Main-top and Mizzen-top."



painted a bright red, which looks as if it had been built out of a box of toy bricks. Opposite the cable office and on the right is the **Lutheran Church**. A little farther along on the left is the **Grand Hotel** with a charming terrace overlooking **Emancipation Park**, in the centre of which is a bust of Christian IX of Denmark—"Fodt 8 April 1818, Könige 15 March 1863, Dod 29 Januar 1907." The hotel has a fine ball-room, over a hundred feet long, and in rooms on the ground floor the local Government and the merchants maintain an exhibit and an **Information Bureau** for the convenience of visitors.

Opposite the Grand Hotel on the hillside is the hotel known as "**1829**," the path alongside which leads to **Mafolie** (see below). Continuing along the road one reaches the covered **market** and the **National Bank** (right), and the principal stores, several of which are devoted to the sale of bay rum, souvenirs of St. Thomas, and imported articles which are reasonably priced owing to the low Customs duties.

The streets are clean and well cared for, and it used to be said that, during the Danish régime, visitors found by the police to have dined not wisely but too well, were compelled to expiate their overnight offence by sweeping the streets in the morning.

Good pedestrians can obtain a superb view by ascending the mountain by the rough path behind "**1829**" to **Mafolie**. From this spot an extensive panorama unfolds itself. Far below are the town and harbour spread out like a map. Under the shelter of Cowell's battery are the wharves formerly owned by the Hamburg-American line. Away to the west lie the islands of Culebra and Vieques, and to the east St. John, Tortola, and several small islets of the Virgin group. To the south lies St. Croix. Out to sea is the historic **Sail Rock** which, during the American War, received severe punishment from the captain of a French frigate who mistook it for an enemy ship. He hailed it through his trumpet, and his shouts were returned by an echo. Failing to obtain satisfaction he then fired a broadside, the thunder of which reverberated from the rock.

Some ricocheting shot served to heighten the illusion that he was engaging the enemy. Throughout the night the Frenchman kept up a cannonade, and it was only when day dawned that he discovered what a foolish mistake he had made. To this day the rock closely resembles a sailing ship.

Ascending farther to the saddle above Mafolie one obtains an exquisite view of the white sandy beach of Magens Bay, with Tortola and others of the Virgin Islands in the hazy distance. A residence in the neighbourhood commands views on both sides of the island. During the Great War a gun was mounted in the gardens of this house for the protection of the harbour and shipping.

On Mafolie Hill there is an obelisk, known as the "Venus Pillar," inscribed *Passagem do Venus Dezembro 6 de 1882*. It was erected by Brazilian astronomers in commemoration of their stay in St. Thomas to witness the transit of Venus.

An even more extended view can be obtained from the hill to the west end of the town, called **Frenchman's Hill**, which owes its name to French Huguenots who took refuge in the island, and once lived there in some numbers. From there the pedestrian should proceed as far as **Solberg**. An hour's walk in the first instance, and a somewhat longer one in the second, will give him as fine a view as can be seen in the West Indies.

These trips can be made on horseback, but as the hills are very steep, and the roads sometimes rugged, it is well to make sure that the animal to be ridden is sure-footed. If the visitor desires to motor, and has only a short time at his disposal, he will find good roads to the east of the town which extend past the old sugar estate, along Mangrove Lagoon to Smith's Bay, whence he can return by a circuitous route, and, passing through to the west, proceed as far as **Nisky**, an old and interesting Moravian Mission. He will thus obtain a glimpse of the suburbs and main street, but will miss some of the beautiful views which can be obtained from the hills.

Of interest, too, is a visit to **Cha Cha Village**, the

head-quarters of a colony of immigrants from St. Bartholomew. These people known as "Cha Chas" from an exclamation of annoyance they are said to use, live by fishing. They speak an eighteenth-century Norman-French dialect. Tall, lean and red-tanned, they are thrifty, intelligent, and moral.

A few minutes' walk up the hills to **Blackbeard's Castle**, or to **Bluebeard's Castle**, to the east of the town, will repay the pedestrian. These castles are supposed to have been the head-quarters of two celebrated buccaneers, and many romantic tales are told regarding them. Bluebeard's Castle on Luchetti's Hill was really built by the Government in 1689, and was called Frederiksfort. It was used as a fort until 1735, and was sold with the surrounding land to a private individual in 1818. Blackbeard's Castle on Government Hill dates from 1674, when it was built by one Carl Baggert. John Teach, or Blackbeard, who is said to have lived in it, was a scoundrel of the deepest dye. In "Tom Cringle's Log" he is described by "Aaron Bang, Esquire," as :

The mildest manner'd man
That ever scuttled ship or cut a throat :
With such true breeding of a gentleman,
You never could discern his real thought.
Pity he loved adventurous life's variety,
He was so great a loss to good society.

He had fourteen wives, and one of his favourite amusements was to take his comrades to the hold of his ship and half suffocate them by kindling brimstone matches. He would also blow out all the candles in his cabin and blaze away with his pistols right and left at random. He eventually died in a desperate encounter with the frigates *Lime* and *Pearl*.

By visitors staying more than a day in St. Thomas many interesting excursions can be made, either on foot or on horseback. Among the expeditions recommended are the following :

(1) From St. Thomas to the east end of the island, known as **Water Bay**. This expedition along a winding road offers a wonderful view of distant islands.

(2) From the main road to the east of **Tetu** estate, passing on the way **Benders** and **Bovoni**. By following this route the tourist is able to visit the Mangrove Lagoon at Bovoni. If he procures a boat from the fishermen there, which, as a rule, he can easily do, and takes a row across the lagoon, he will have a unique experience that will probably leave many pleasant recollections behind. He must not forget, however, to take provisions, as none can be obtained on the journey.

(3) From the hamlet of **Mafolie** round to St. Peter's, Brown's, Solberg, and down Frenchmen's Hill. This route is unsurpassed for the charming character of the scenery, and will give a good view of the most fertile part of the island.

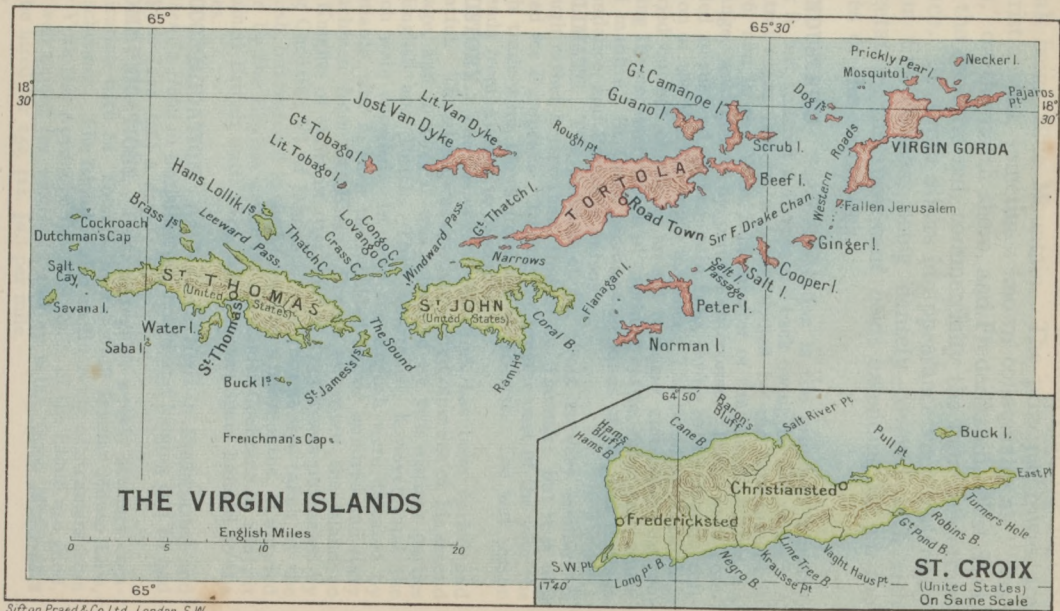
(4) From St. Thomas to the west, past **Nisky**, **Moskito Bay**, **John Brewer's Bay**, ascending the hill to **Bonne Esperance**, and round the north side of the island down Frenchmen's Hill. This route affords more varied scenery, a further view of the island, and, if the day is clear, an interesting panorama of the cays and islets to the north, and those to the east forming the Virgin Islands group.

There are also numerous excursions which can be made by boat, notably across to the Naval Station, formerly the "German" Wharf from which can be ascended the hill to **Cowell's Battery**—so named after Major Cowell of the British Army, who was responsible for its erection during the few years of English occupancy—Frenchman's Bay, etc. Another favourite expedition is from the harbour, through the "Haul Over" to Nisky Bay and Water Island and then on to Krum Bay, sometimes called the "graveyard of ships" because of the vessels broken up there.

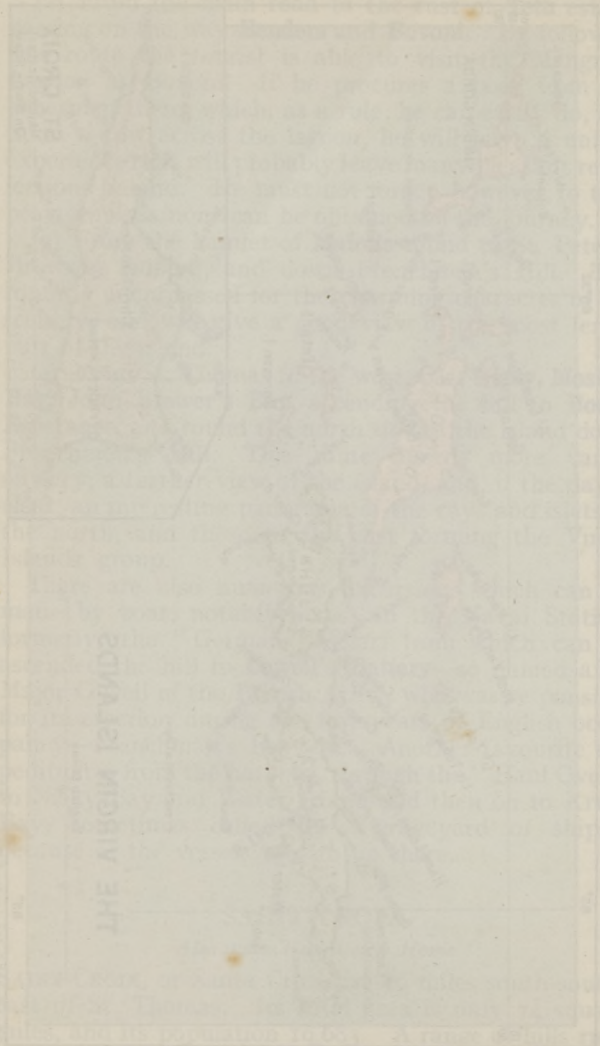
SAINT CROIX

Alexander Hamilton's Home

SAINT CROIX, or Santa Cruz, lies 40 miles south-south-east of St. Thomas. Its total area is only 74 square miles, and its population 19,683. A range of hills runs



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THE VIRGIN ISLANDS, showing its population in 1954. A FINEST OF THE ISLANDS

parallel with the coast at the western end, the highest peak being Blue Mountain. The principal towns are Christiansted, sometimes known colloquially as "Bassin," on the north shore, and Frederiksted, West End, at the western end, commercially the more important place. St. Croix differs in appearance very materially from St. Thomas, being densely covered with rich vegetation, the sugar-cane fields extending far up the sides of the mountains.

INDUSTRIES. Sugar cultivation is the principal industry, but it has suffered a serious set-back owing to low prices. A central sugar factory was established by the Government in 1876, and in the West End quarter of the island another, La Grange, was opened by private enterprise. Both were compelled to suspend operations in 1930, owing to the chaotic condition of the World's sugar markets. The breeding of cattle is carried on, but chiefly as an aid to sugar cultivation by providing the necessary stock of working cattle, oxen and mules, and manure. St. Croix produces all kinds of tropical fruits in abundance, and Bermuda onions.

CLIMATE. The climate of St. Croix is very similar to, though rather hotter than, that of St. Thomas; but it is well suited for Europeans. During the greater part of the year the fresh trade-wind blows from the north-east. The wet season extends from August to December.

HISTORY. The history of St. Croix has been varied and eventful. The island was discovered by Columbus on his second voyage, and in 1643 it was inhabited by two distinct parties of English and Dutch. They quarrelled, however, and the Dutch were expelled. In 1650 the English were defeated by Spaniards, who in their turn yielded to one hundred and sixty Frenchmen from St. Kitts. France entrusted the island to the Knights of Malta in 1651, and in 1733 it was purchased by King Christian VI of Denmark. In 1801 it was taken by the English, but restored to the Danes after a few months. Captured again by the English under Sir Alexander Cochrane in 1807, it remained British until 1814, when it was again handed to the Danes.

ACCOMMODATION. At *Coulter's Hotel* in **Frederiksted** and *Pentheny's Hotel* in **Christiansted**, board and lodging can be had for \$3.00 (12s. 6d.) a day.

COMMUNICATIONS. There is regular weekly steamer communication with St. Thomas by the Bull Insular House Line, and schooner. The island is also on the route of steamers from New York (see Appendix I). The roads of the island are good, and well suited for motorists and cyclists. Good **Motor-cars** can be hired for 25c. (1s. ½d.) per mile.

SIGHTS. Passenger steamers visiting St. Croix on their voyage down the islands usually call at **Frederiksted** in preference to the capital, since it is the more important shipping port. They lie in the roadstead and communication is effected by boats. Frederiksted, or West End, is an unassuming town of about 3,000 inhabitants. The Police Barracks and Customs Office are on the water-front, and the warehouse of Nicholas Crujer in which the great American statesman Alexander Hamilton worked as a boy, is pointed out.

Parallel with the sea front runs a broad thoroughfare named King Street, **St. Patrick's Church** and Schools, now conducted by the American Redemptorist Fathers, are reached by the road running into the town from the jetty and deserve a visit.

During the stay of the steamer there is usually time to visit **Christiansted**, the capital of the island, which can be reached by motor-car in about thirty-five minutes over the Centerline road. Leaving Frederiksted the road turns south-south-east for just over three-quarters of a mile to **Hannah's Rest**, thence east-north-east for about 8 miles in a straight line except for a small detour round a hill at La Reine, then south-south-east for five-eighths of a mile, east-north-east for 2 miles to **Constitution Hill**, and thence for 2 miles over low hills to Christiansted. The road passes the Government agricultural experiment station at Anna's Hope and several large sugar-cane areas. Here rioters were held up in 1878 when they were marching to destroy Christiansted. At **Grange** Sarah Anne Levicount, mother of Alexander Hamilton lies buried, and a monument to her memory, erected by Gertrude Atherton, is pointed out.

St. Croix used to be called the Garden of the Danish West Indies, and extensive areas under sugar-cane and Sea island cotton justified this description in relation to its neighbours.

Christiansted, or Bassin, is built on ground sloping down to the sea. At the head of its long main street of white houses is the church of St. John, rebuilt and

enlarged, as a tablet records "under the personal direction and exertions of their esteemed rector, the Rev. F. J. Hawley, D.D., 1849-1858." Burnt to the walls in 1866, it was restored within two years by the congregation and their friends under the Rev. C. J. Branch, rector. The Church has a font placed there to the memory of Charles James, Bishop of Antigua. At the foot of an open place on the water front, at a short distance from the shore, is an exquisite little island, recalling one of those on Lake Maggiore. On it is the residence of the fortunate harbour master. If she should happen to be in port the *Vigilant* should be inspected. This old schooner, built in 1802 as a Danish privateer, defeated a Spanish gunboat, turned slaver, was sunk in the 1916 hurricane, was raised and retimbered, and now plies as a mail and passenger vessel between St. Croix and the neighbouring islands. Visitors from Frederiksted should make arrangements for meals at Christiansted by telephone beforehand.

ST. JOHN

A dependency of St. Thomas

THE small island of St. John—about three miles east of St. Thomas—is controlled by the municipality of that island, from which it is separated by Pillsbury Sound. It has an area of 21 square miles, and a population of 918 only. The Danes took formal possession of it in 1684, but it was not properly settled until 1716, when permission was given to sixteen of the inhabitants of St. Thomas to cultivate the island. In the days when sugar was king it contained several very valuable estates, and naturally a much larger population. Indeed at the beginning of last century it had about 3,000 whites and free coloured persons, besides 2,500 slaves, and this was its condition up to the time of emancipation. The "bay leaf" tree (*Pimenta acris*), whose fragrant leaves are used in the manufacture of that most agreeable toilet requisite, bay rum, of which there are several

manufactories in St. Thomas, is cultivated in the island. The leaves are conveyed to St. Thomas, where the bay rum is distilled.

Notwithstanding the comparative unimportance of St. John, those who have a day or two to spare, and can enjoy a little boating as well as "roughing it" in the matter of accommodation, will find that a trip to it will fully repay them. The island has much fine scenery, and a romantic history.

CHAPTER XII

PORTO RICO

Borinquen : The Rich Port

PORTO RICO, formerly and more correctly called Puerto Rico, the "Rich Port," lies in latitude $18^{\circ} 15'$ N. and longitude $66^{\circ} 30'$ W., 70 miles to the east of Haiti, from which it is separated by the Mona Passage, and an equal distance west of St. Thomas and St. Kitts. The island is 108 miles long, and its total area is 3,350 square miles, or rather smaller than that of Jamaica and somewhat less than half of that of the State of New Jersey. The population of the island, which has lately risen with great rapidity, is estimated at 1,500,000, or about 447 to the square mile, of whom no fewer than two-thirds are classed as white, the remaining third being negroes.

Porto Rico is mountainous, a low range of mountains extending through its greatest length. The highest peak, El Yunque, the Anvil, rises in the north-east corner to 3,600 feet. The slopes of the mountains resolve themselves near the coast into plains of great beauty and fertility. The island is well watered, the chief rivers being the Loiza, the Rio de la Plata, the Manati, and the Arcibo, which empty themselves on the north side. San Juan, the capital (population 71,443), is situated on an island promontory which encloses an almost land-locked harbour on the north coast. Ponce (41,912), the second town in size, is situated on the south side, and Mayagüez (population 19,124), another town of importance, is near the centre of the west coast overlooking the Mona Passage. Porto Rico has three island dependencies, namely Mona, in the channel of the same name, and Vieques, or Bieques

(Crab) Island, and Culebra, off the east coast. Vieques, which is 21 miles long and 6 wide, is extremely fertile and supports a population of some thousands. Culebra, on the other hand, is almost barren, the inhabitants being dependent on rain for their water supply.

INDUSTRIES. Under the Spanish régime coffee was the principal industry of the island, but since the American occupation, sugar, which is admitted into the United States free of duty has taken its place. There are now upwards of forty sugar centrals in the island and a refinery which was opened at Mercedita in 1926. Tobacco is cultivated extensively and many millions of cigars are exported annually. Citrus fruit also bulks largely among the exports.

CLIMATE. Being only a few degrees within the tropics, Porto Rico enjoys an exceptionally favourable climate. The weather is cool in the winter months, and there is always a marked difference between the night and day temperatures. From November to March the temperature rarely rises above 75° Fahr., while the thermometer often falls as low as from 50° Fahr. to 60° Fahr. The lowlands in the north have a superabundance of rain, but the south is subject to droughts. Since the occupation of the island by the United States, sanitation has undergone marked improvement.

HISTORY. Porto Rico, the Borinquen of the original Arawak inhabitants, was discovered by Columbus in 1495. In 1508 Juan Ponce de Leon, who had been one of the discoverer's companions on his first voyage, having received permission from Nicolas de Ovanda, Governor of Hispaniola, to explore the island, founded a settlement at Caparra, near the present capital. The settlement was ineffectually attacked by Drake in 1595, "with sixe of the Queene's shippes, and, twenty-one other shippes and barkes, containing 2,500 men and boys." Sir John Hawkins, who accompanied the expedition, "was extreme sicke; which his sickness began upon the newes of the taking of the *Francis*." He died off the island on November 12th, and was buried at sea. The ships anchored two miles to the east of the capital, and on the 13th they entered "the rode within the great castels" one of which contained "thirty-five tunnes of silver." Three years later the Earl of Cumberland endeavoured to capture the island, but without success. The Dutch under Heinrich tried to reduce it, and in 1678 an attempt was made in the same direction by the English, but both proved unsuccessful.

Sir Ralph Abercromby and Admiral Harvey made a further attack on the island in 1797, two months after the capture of Trinidad, but after four days' siege they were compelled to retire. The sloops *Beaver* and *Fury* with the lighter vessels entered a small bay a few miles to the east of the capital and

disembarked the troops without meeting with much opposition. Abercromby then advanced against the eastern side of the town and proceeded to bombard it. Owing, however, to the lagoon which separated it from the main island he could not get near enough, and after a few days he withdrew and re-embarked his troops "with the greatest order and regularity." In 1820 a movement for independence was started, but Spanish supremacy was re-established in 1823.

After remaining a Spanish possession for over four hundred years, Porto Rico was ceded to the United States after the Spanish-American War. On July 25th, 1898, the United States fleet made a demonstration before San Juan. Meanwhile 3,400 men, under General Miles, were landed at Guanica on the south coast, fifteen miles to the west of Ponce. Three days later that town was surrendered, the Spanish Governor, General Manuel Macias y Casado, falling back on the central ridge of mountains. The Americans then prepared to advance by separate routes across the island; Guayama, Mayagüez, and Comao were occupied, and part of the American army was within twenty miles of the north coast and part had almost reached Aibonito along the Military Road, when news reached the island of the signature of the peace treaty of August 12th, and hostilities were suspended. The island was finally ceded to the United States on December 10th, 1898, by the treaty signed on that date and ratified on February 6th, 1899.

COMMUNICATIONS. Porto Rico enjoys direct steamship communication with the United States (*see* Appendix I), and is on one of the principal air transport routes (*see* Appendix II).

RAILWAY FROM SAN JUAN TO PONCE

STATIONS	Miles from San Juan	Approx. Time Taken	STATIONS	Miles from San Juan	Approx. Time Taken
		hrs. mi ns.				hrs. min
San Juan City .	—	—	Isabela X. .	76 $\frac{1}{2}$	4 20
San Juan Station	—	7	Aguadilla Puente	88 $\frac{1}{4}$	5 23
Talleres .	3 $\frac{1}{2}$	18	Aguada .	94 $\frac{1}{2}$	5 43
Santurce .	3 $\frac{3}{4}$	21	Córcega .	103 $\frac{3}{4}$	6 49
Martin Peña .	5	30	Añasco .	111 $\frac{1}{4}$	6 31
Bayamón .	12 $\frac{1}{2}$	52	Mayagüez Playa	116 $\frac{1}{4}$	6 46
Toa Baja .	13 $\frac{3}{8}$	1 16	Mayagüez Ciudad	117 $\frac{1}{2}$	6 58
Dorado .	19 $\frac{7}{8}$	1 19	Hormigueros .	123	7 15
San Vicente .	27 $\frac{3}{8}$	1 40	San Germán .	128 $\frac{5}{8}$	7 36
Vega Baja .	29 $\frac{1}{4}$	1 46	Lajas Ciudad .	133 $\frac{1}{8}$	7 53
Manati .	36	2 6	Lajas Estación .	134 $\frac{1}{4}$	7 58
Barceloneta .	40 $\frac{3}{8}$	2 18	Santa Rita .	146 $\frac{5}{8}$	8 33
Cambalache .	51	2 49	Yauco .	149 $\frac{3}{4}$	8 44
Arecibo .	52 $\frac{3}{8}$	2 56	Guayanilla .	157 $\frac{1}{2}$	9 6
Hatillo .	57 $\frac{5}{8}$	3 25	Tallaboa .	162 $\frac{1}{2}$	9 29
Camuy .	62 $\frac{1}{8}$	3 30	Ponce .	171 $\frac{3}{4}$	9 45
Quebradillas .	69	3 53			

SAN JUAN—CAROLINA

STATIONS	Miles	Approx. Time Taken	
		hr.	min.
San Juan City	—	—	—
San Juan Station	—	—	15
Miramar	1 $\frac{7}{8}$	—	19
Talleres	3 $\frac{1}{8}$	—	25
Santurce	3 $\frac{3}{4}$	—	28
Martin Peña	5	—	35
Rio Piedras City	6 $\frac{3}{4}$	—	44
Rio Piedras Station	7 $\frac{1}{2}$	—	48
Carolina	13 $\frac{5}{8}$	1	12

PONCE—GUAYAMA

STATIONS	Miles	Approx. Time Taken	
		hr.	min.
Ponce	—	—	—
Caño Verde	1 $\frac{1}{4}$	—	5
Porinna	6 $\frac{1}{4}$	—	25
Potalo	8	—	34
Descalabrado	13	—	57
Santa Isabel	15 $\frac{1}{2}$	1	6
Salinas	20 $\frac{1}{2}$	1	38
Aguirre	26 $\frac{1}{8}$	2	0
Guayama	37 $\frac{1}{4}$	2	37

The **Railway** of the American Railroad Company of Porto Rico connects San Juan with Ponce and Carolina, and Ponce with Guayama. The names of the principal stations will be found in the tables given above.

Motor-cars can be hired in San Juan, Ponce, and Mayagüez. There is no fixed tariff and a bargain should be made before hiring. Visitors to San Juan should patronise the Porto Rico Blue Line, Inc., an American company whose cars are good and drivers efficient and reliable. The usual charge for the drive to Coamo Springs and back (*see below*) is \$42.00 (£8 15s. *od.*) for a seven-passenger car.

Motor-buses, or "Guaguas" ply in many of the principal streets.

San Juan has a service of **Electric cars** which also run to the suburbs of Santurce and Rio Piedras. Ponce also has an electric car service.

CONSTITUTION. A Bill known as the "Foraker Bill" providing for a civil government for Porto Rico was passed by the United States Congress, and assented to by the President on April 12th, 1900. Under this Act civil government came into effect on May 1st, 1900. The Governor is appointed by the President of the United States and holds office for four years. He and the six secretaries of departments are American. There are two legislative chambers, the Executive Council, or "Upper House," composed of the Government Secretary, Attorney-General, Treasurer, Auditor, Commissioner of the Interior, and Commissioner of Education, and five citizens appointed by the President, and the House of Delegates, or "Lower House," consisting of thirty-five members, elected by the people every two years. The island is represented in the Congress of the United States by a Resident Commissioner. President Roosevelt in 1906 recommended the grant of United States citizenship to all Porto Ricans, but his suggestion has not yet been adopted by Congress.

ACCOMMODATION. **San Juan.** The *Condado-Vanderbilt*, in the suburb of Santurce, 4 miles from the centre of the town, is the only really first-class hotel in Porto Rico. All its rooms have private baths. Board and lodging from \$8.00 (£1 13s. 4d.) per day. Hotel accommodation can also be obtained at Ponce and Mayagüez and Coamo Springs.

SPORTS. Since American occupation, **Baseball** has been played; but opportunities for visitors with athletic tastes are fewer than in most other West Indian islands. **Lawn tennis** is popular, and there are two **Golf courses**, one in the grounds of El Morro, and the other in Sabana Llana on the Carolina Road about 30 minutes by motor-car from San Juan. **Dancing** is popular. Masquerade balls are held every year during the Carnival at the municipal theatres.

CLUBS. The principal club in San Juan is the **Casino de Puerto Rico**. There are also the **Spanish Club**; the **Athenaeum** or **Ateneo de Puerto Rico** in the Plaza Principal, and a **Country Club** near the Park, and the **Union Club** pleasantly situated at a short distance out of the town. The **Y.M.C.A.** occupies a building in the outskirts of the town.

SIGHTS. Porto Rico, the Borinquen of the Arawaks, was once known as San Juan Bautista, while its capital was called Puerto Rico, the rich port. Then the names were changed round the island becoming Puerto Rico and town San Juan (pronounced San Hwan).

San Juan is situated towards the east end of the north coast on a promontory, practically an island, connected with the mainland by the bridge of San Antonio crossing a marshy lagoon.

At the seaward extremity of this promontory, which encloses a magnificent and almost land-locked harbour, is the historic **Morro Castle**, which dates from 1539. Other forts on the promontory are those of San Cristobal, and San Jeronimo, at the other end, overlooking a large lagoon known as Condado Bay. The former, begun in 1731, has an overhanging sentry-box with a sinister reputation. Here, according to tradition, sentinels were wont to disappear amid sulphurous flames and smoke with such disturbing frequency that the Spanish commanders caused the passage leading to it to be blocked up.

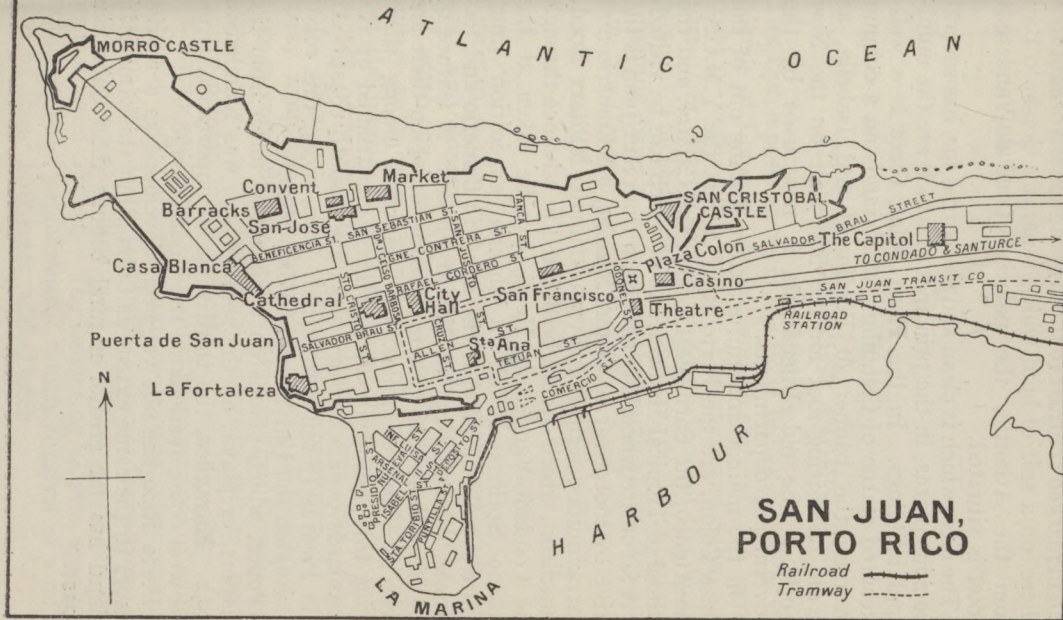
San Juan is a noble example of an old Spanish walled city, and it is noteworthy that though the fortifications were then obsolete they suffered no damage when they were bombarded by Admiral Samson's fleet in 1898.

To the south of El Morro is **Casa Blanca**, which was built by Juan Troche, the son-in-law of Ponce de León, whose name he took after the death of the founder of the city in 1521. Below it is the **Water gate** of San Juan, which formerly gave access to the old walled city, and a little farther to the south is **La Fortaleza**, also known as **Palacio Santa Catalina**, the ancient residence of the Governor, which dates from 1639.

The remains of Ponce de León repose in the **Cathedral** near by, to which they were transferred on August 12th, 1908, from St. Tomas Aquino, now the Church of San José, where the founder's grandson had laid them in 1559.

On leaving the docks and passing the zone in which are located office buildings, the post-office, custom-house and banks one comes to the Church of **Santa Ana**, built before 1647, and still used as a place of worship. The street-car tracks pass the door of this ancient edifice, and a short distance farther on turn into Plaza Principal, a tree-lined square surrounded by shops and government buildings.

City Hill, or the Alcaidia, erected in 1799, with its twin towers, faces the plaza on the north. The streets in the old part of the town are narrow and quaint.



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A PLAN OF SAN JUAN, PORTO RICO

and in marked contrast to those in the suburb of **Santurce** where, on a spit of land which separates Condado Bay from the Atlantic, the palatial **Condado-Vanderbilt Hotel** is situated.

The city, which is clean and well cared for, has several spacious plazas, in the principal of which are the municipal buildings. In the **Plaza Colon** there is a well-executed statue of Columbus, who stands on a column grasping the banner of Ferdinand and Isabella, as he did on setting foot for the first time on the New World. The old **Intendencia** is now used by the Government departments.

On the main carretera, or street leading out of the Plaza Colon, are the Porto Rico Casino, the Y.M.C.A., the Ateneo, the Carnegie Library, the Capitol, and the School of Tropical Medicine, all of which can be visited.

A favourite whole-day excursion from San Juan is the drive by motor-car to **Coamo Springs**, *via* Comerio and Barranquitas, returning by the famous **Military Road**. Luncheon, which should be ordered in advance through the Condado-Vanderbilt Hotel, can be taken at the Coamo Springs Hotel. A shorter expedition (four hours there and back) is the drive to **Comerio** and Las Cruces, returning by the Military Road. A feature of the island is its fine system of roads, of which there are over six hundred miles, the principal among them being this military road which was constructed by the Spaniards over a century ago on the south coast. At Rio Piedras (7 miles from San Juan, along this road) is situated the University of Porto Rico.

Ponce, which stands on a plain two miles from the seaport, or playa, on the south coast, was founded in 1752. **Mayagüez**, the third town in importance, is on the west coast overlooking the Mona passage.

Porto Rico has not yet been developed as a tourist resort to the same extent as Cuba; but this American island has far greater natural beauty than Cuba can boast.

CHAPTER XIII

THE DUTCH WEST INDIES

THE Dutch possessions in the West Indies consist of the islands of Curaçao, Aruba, and Bonaire off the north coast of Venezuela; and St. Eustatius and Saba, and part of St. Martin in the neighbourhood of the Virgin Islands. The Dutch also own Surinam, or Dutch Guiana, adjoining British Guiana on the north coast of South America (*see* page 412).

CURAÇAO

The Island of the Liqueur

CURAÇAO, which with **Aruba** (69 square miles) to the west, and **Bonaire** (95 square miles) to the east lies off the north coast of Venezuela, has a total area of 374 square miles, and a population of 41,014. It is hilly, but the interior is entirely dependent upon rain for a supply of water. The capital, however, has a salt water distillery. The island looks barren and very rocky from the sea, but the capital, Willemstad, is quite picturesque, the houses, built in the old-fashioned Dutch style with seventeenth-century gables, being mostly painted bright yellow.

Curaçao has several harbours, the principal of which is Santa Anna, on the south-west side, the port of Willemstad. Only the better educated residents in the island speak Dutch, and they also speak English, Spanish, and French. The labouring classes speak a patois called "papiamento," which consists of a mixture of those languages with Dutch.

INDUSTRIES. The exports include divi divi (the pods of the *Cæsalpina cinaria*), hides, phosphate of lime, straw hats, salt, and oil which is imported from Maracaibo, refined and re-exported. A peculiar variety of orange, *Citrus aurantium Carassuviensis*, from which the well-known liqueur is made, grows in the island. The peel is shipped to Hamburg and Amsterdam, where Curaçao is made. Some liqueur is also manufactured in the island.

CLIMATE. Curaçao is quite healthy for Europeans. The climate though hot is less humid than that of New York in the summer.

HISTORY. Curaçao was settled by the Spanish in 1527, and captured from them by the Dutch in 1634. The English took it in 1800 and again in 1807 when Rear-Admiral Sir Charles Brisbane, afterwards Governor of St. Vincent, where he died (see page 186), was in command of the attacking forces, but it was restored to the Dutch in 1816, and has remained in their possession ever since.

ACCOMMODATION. Curaçao has several good hotels, including the *Washington House* in **Willemstad** and the *Hotel Americano* in **Otrabanda**, on the western side of the harbour, where the charges for board and lodging are about \$4.00 (16s. 8d.) to \$5.00 (£1 os. 10d.) per day. There are also many boarding-houses. The terms are moderate.

COMMUNICATIONS. Curaçao is reached by the steamers of the Dutch and French Mail Companies (see Appendix I), and by air from Central and South America (see Appendix II). **Motor-cars** can be hired, and there are motor-buses on both sides of the harbour. One service runs some distance out of the town.

CONSTITUTION. The Dutch West Indian islands have one Governor, who is assisted by a Council composed of a Vice-President and three members nominated by the Sovereign. There is also a Council consisting of thirteen nominated members.

SIGHTS. The capital of Curaçao, on the south side of the island, is divided by the harbour of Santa Anna into two parts, **Willemstad** and **Otrabanda** (other side). The entrance to the harbour, which is spanned by a pontoon bridge, is protected by **Fort Amsterdam** and two other forts. Near the town is the interesting old **Slave Market**, which is still in good condition. The town is built in the Dutch style, and the gabled houses have a pleasing old-world air about them.

A drive round the **Scholtgat**, a deep lagoon connected with the harbour, and to an interesting grotto six miles to the north-north-west of Willemstad, is recommended.

Some of the plantations and attractive country residences may also be visited.

The establishment in recent years of the **Oil Refinery** of the Curaçaosche Petroleum Maatschappij, a subsidiary of the Royal Dutch-Shell group, has brought much traffic to the harbour. The refinery, which is one of the largest and most modern in the world, treats oil from the Lake Maracaibo district (*see* page 407). Upwards of 200,000 tons are dealt with every month. A large bunkering business is also conducted, and the resulting increase in tonnage has placed Curaçao high, from a statistical point of view, among the ports of the world. The increased demand for labour is met by the introduction of large numbers of inhabitants of Aruba.

Caracas Bay (3 hours for the expedition), a former quarantine station with an ancient Spanish fort and a delightful beach for bathing, repays a visit. So too does "Albertina," an **Ostrich Farm**, where ostrich feathers can be purchased.

In Aruba is the establishment of the "Lago" company, where oil is transferred from the shallow draft vessels able to cross the two bars at the entrance of Lake Maracaibo into ocean-going tankers.

ST. MARTIN

The jointly-owned Island

ST. MARTIN, which lies between Anguilla and St. Bartholomew, is partly French and partly Dutch. Twenty square miles of the island belong to France, and form a dependency of Guadeloupe, and 18 square miles to Holland, forming with St. Eustatius and Saba a dependency of Curaçao. The island rises to a height of 1,236 feet above the sea, and has only a small cultivable area.

INDUSTRIES. Salt is the principal industry of both colonies, but cotton and live-stock are also exported. The chief settlement in the French portion is Marigot, and in the Dutch, Philippsburg. The population of the French part is 3,200, and of the Dutch 3,500. Most of the inhabitants are English-speaking negroes.

HISTORY. St. Martin was occupied by the French freebooters, and by the Spaniards between 1640 and 1648, in which year it was divided between the French and the Dutch. Regarding the origin of its joint ownership, the story is told that a Dutchman and a Frenchman visited it simultaneously and started to walk round it from a certain point on the coast, agreeing to divide the island between them by a line drawn from the point whence they started to that at which they met. The astute Dutchman was a slower walker than the Frenchman, but he started off towards the more valuable end of the island—that in which salt ponds are situated. Thus, while the larger portion fell to France, Holland secured the richer part of St. Martin. The island is quite off the "beaten track" and is rarely visited by steamers, access to it being gained by schooners and sloops which do not, as a rule, commend themselves to tourists.

ST. EUSTATIUS

The Golden Rock.

ST. EUSTATIUS, or Statia, a dependency of the Dutch island of Curaçao, lies to the north-west of St. Kitts. It consists of two volcanic cones with an intervening valley, its total area being only 9 square miles. The town is Orange Town, and it has two forts. Yams and cotton are the principal exports. The population of the island is 1,315, and the language is English, only the employers speaking Dutch. At the landing-place in a small cove the remains of many warehouses testify to the former importance of the islet.

HISTORY. St. Eustatius was first colonised by the English and French in 1625, and was taken by the Dutch West India Company in 1632. After changing hands many times it has remained in the possession of the Dutch since 1816. In 1780 the population was 2,500, and the island was so wealthy that it was known as the "Golden Rock." It was the chief mart of the West Indies, and sometimes no fewer than 700 vessels lay at anchor off its shores. At this period rows of large warehouses, the ruins of which are still to be seen, were erected along the shore. During the early part of the American War, Holland remained neutral, and being a free port, St. Eustatius enjoyed a brisk trade with America. In 1781 England declared war against Holland, and Rodney seized the island on February 3rd in that year when the inhabitants were unaware of the rupture of peace. He ordered that the Dutch flag should remain flying for some time from the batteries, and by this means succeeded

in capturing a large number of vessels which fell into the trap. Many stores were captured with merchandise which, when sold, realised no less than £3,000,000. Later in the year the island was recaptured by the Marquis de Bouillé; but it never regained its prosperity, and by 1818 the population had fallen to a low level.

SABA

The old Volcanic Cone

THE tiny island of Saba, to the north-west of St. Eustatius, which has an area of 5 square miles and a population of 1,661, was first occupied by the Dutch in 1632.

Little more than a rock rising sheer out of the sea and very inaccessible, Saba was the last stronghold of the buccaneers. It has three small villages, the Bottom, where the Administrator resides, 900 feet above the sea, Windward side, 1,200 feet, and St. John's, 1,900 to 2,000 feet above sea-level. The male population almost without exception follows the profession of sailors. The men are great boat-builders. The boats are built in the high lands and shot into the sea below when they are ready for launching. Next to boat-building the chief industry is potato-cultivation. The women make beautiful lace-work. The landing-place consists of a small rocky spot some few yards only in extent. Access from it to the lower town is gained by a path cut out of the side of the hill in irregular steps, up which ponies take the traveller in perfect safety. On the leeward side of the island there is another landing-place from which the lower town is reached by a staircase cut in the rock and called "The Ladder."

The inhabitants have fair complexions and rosy cheeks, showing that they have not intermarried to any extent with the blacks. English is spoken, though Dutch is taught in the schools.

CHAPTER XIV

CUBA

The Pearl of the Antilles

CUBA, the largest of the West Indian Islands, lies between 74° and $85'$ W. longitude and 19° and $23'$ N. latitude, 50 miles to the west of Haiti, from which it is separated by the Windward Passage. It has a total area of 44,178 square miles, and a population of 3,579,507. Its northern seaboard is on the Gulf of Mexico and the Atlantic Ocean, and its southern coast is washed by the Caribbean Sea. The eastern end of the island is mountainous; the centre consists of gently sloping plains, which, being high above the sea, are well drained and densely cultivated with sugar-cane, and the western end is less mountainous than the eastern part. The rock-bound coasts have numerous indentations, many of which form admirable harbours.

The general outline of the island has been likened to that of a bird's tongue; but Mr. Robert T. Hill, of the American Geological Survey, compares it more appropriately to a hammer-headed shark, the head forming the straight south coast of the east end of the island, from which the sinuous body extends westward. This analogy is made more striking by the two long strings of cays, or islets, which extend backwards along the opposite coast, parallel with the main body of the island. Prominent among the islands off the coast, which number no fewer than 1,300, is the Isles of Pines, a dependency of Cuba, to which reference is made on page 358. The rivers are numerous, but none of them are of any consequence, except perhaps the Cauto in Oriente, which is navigable by small vessels for 75 miles. Cuba has six

provinces ; Pinar del Rio, Havana, Matanzas, Las Villas, Camagüey, and Oriente. The island is also popularly divided into the Vuelta Abajo (lower turn), west of Havana ; the Vuelta Arriba (upper turn), east of Havana to Cienfuegos ; las Cinco Villas between Cienfuegos and Sancti Spiritus, and the Tierra Adentro between Cienfuegos and Bayamo.

INDUSTRIES. The staples are sugar and tobacco ; aided by the substantial preference given to it in the United States markets the sugar industry has made very rapid strides and there are nearly two hundred factories in the island. The tobacco and cigar industry also continues to expand. The best tobacco is produced in the famous Vuelta Abajo region in Pinar del Rio, but good tobaccos are also exported from Trinidad, Cienfuegos, and Santiago. Fruit and other tropical produce is also exported, and stock-breeding gives employment to many people. The mineral resources of the island include iron ore, manganese, copper, and salt.

CLIMATE. Cuba being only just within the tropics, its climate is not so hot as that of most other West Indian islands. The mean annual temperature at Havana is only 77° Fahr., but inland and on the south coast it is greater. The rainy season is from May to October, the mean annual rainfall being 52 inches. In the Sierra Maestra mountains the thermometer sometimes falls almost to freezing-point.

HISTORY. Cuba was discovered by Columbus during his first voyage, on October 28th, 1492. He called it Juana, after Princess Juana, daughter of his patrons, Ferdinand and Isabella ; but after Ferdinand's death it was renamed Fernandina. It was subsequently called Santiago, in honour of the patron saint of Spain, and, later, Ave Maria, before it reverted to its native name, Cuba. In 1500 Diego Velasquez formed several settlements, including that of Havana, which was established on its present site in 1519. Slaves began to be introduced as early as 1523, and the cultivation of tobacco and sugar was successfully started. Havana was frequently attacked by pirates and buccaneers, and in 1762 it was captured by the English under Lord Albemarle and Admiral Sir George Pocock. In the following year the island was restored to Spain in exchange for the Floridas by the Treaty of Paris. The most brilliant period of Cuba's existence opened in 1790 with the Governorship of Las Casas.

In 1848 the American President Polk suggested the transfer of the island to the United States for \$1,000,000, and in the latter part of the nineteenth century constant efforts were made by the Cubans to shake off the tyrannical rule of Spain. In 1895 the final revolution broke out under Gomez, Maceo, Marti,

Garcia, and others. The Spaniards, in their endeavour to suppress it, adopted drastic measures, including the erection of block-houses and barbed wire entanglements, and the concentration of non-combatants in camps, a proceeding which led to much suffering, but without avail. The American people showed their sympathy with the "reconcentrados" by gifts of food, etc.; but no official action was taken by the United States until their battleship *Maine* was blown up—by a Spanish mine it was alleged—in Havana Harbour in February, 1898. Then, yielding to pressure of public opinion, they intervened. On April 20th the withdrawal of the Spanish troops was demanded. Hostilities resulted, and on July 3rd a Spanish fleet under Admiral Cervera was destroyed ship by ship as it left Santiago Harbour, the entrance of which Lieutenant Hobson, an American, had gallantly endeavoured to block by sinking the *Merrimac* in the fairway, and on July 15th the city capitulated. By the Treaty of Paris which followed the war, Cuba was surrendered to the United States in trust for the Cuban people. After a period of military rule, the Cuban Republic was established under the protection of the United States, which retained Guantanamo as a naval station.

CONSTITUTION. Cuba is an independent republic under the protection of the United States. The constitution was framed during American occupation and was adopted on February 21st, 1901. The President is elected for four years by an electoral college. The Congress consists of two houses, a Senate comprising four members from each province chosen by a provincial electoral board and a House of Representatives whose members are elected by the people for four years, half retiring every two years. There is one representative for every 25,000 inhabitants.

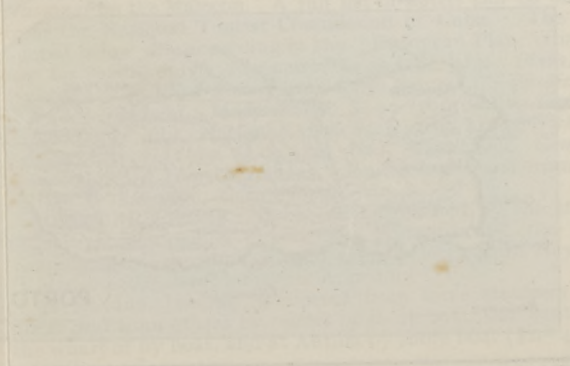
ACCOMMODATION. In **Havana** the largest hotel is the *Nacional* on the Malecon. A full list of hotels can be obtained from the National Tourist Commission of Cuba. The prices quoted below are according to the "European Plan," that is to say, for rooms only. *Inglaterra*, \$4.00 (16s. 8d.). *Plaza*, \$3.00 (12s. 6d.). *Sevilla-Biltmore* from \$2.50 (10s. 5d.). *Pasaje*, \$2.00 (8s. 4d.). **Vedado.** *Ambassador*, \$4.00 (16s. 8d.). *Presidente*, \$20.00 (£4 3s. 4d.). **Marianao.** *Almendares* from \$16.00 (£3 6s. 8d.). **Antilla.** *Antilla* from \$3.00 (12s. 6d.). **Camagüey.** *Camagüey*, \$7.00 (£1 9s. 2d.). **Matanzas.** *Louvre and Paris* from \$2.00 (8s. 4d.). **Santiago.** *Casa Grande*.

COMMUNICATIONS. Cuba can be reached by the steamers of several companies direct from America and the United Kingdom (see Appendix I), and also by ferry from Key West. It is also accessible by air (see Appendix II).

At Havana, landing is effected from some steamers at the docks and from others by tender or shore boat; at Santiago at the wharf or by boat, and at Antilla by shore boat (\$1—4s. 2d.—return).



CUBA



1898

In Havana harbour ferry steamers ply regularly between the railway wharf and Regla (5 cents— $2\frac{1}{2}d.$) and Casa Blanca (5 cents— $2\frac{1}{2}d.$). Electric cars run in connection with the Regla service to Guanabacoa.

Motor-cars are plentiful in Cuba and fares are fixed by the Municipalities. In case of doubt, passengers should request the driver to show the official printed schedule of charges. In every case where it is possible, the hiring of cars by the hour should be done through the hotel interpreters, who are charged with the special care of patrons. The rate for cab and carriage hire per hour varies from 75 cents (3s. $1\frac{1}{2}d.$) to \$1.50 (6s. $3d.$) in the several cities.

In the winter season tourist police are placed on the streets to assist visitors. They speak English and are recognisable by their white helmets.

There are information bureaux in most of the hotels. Travelers by train will find the "folders" of the various railroad companies useful sources of information.

The first **Railway** in Cuba was the line from Havana to Güines, which was opened as far back as 1837, and now forms part of the system of the United Railways of Havana and Regla Warehouses, Limited. The island is now covered with a net-work of lines of over 3,600 miles in extent. The most important are those of the United Railways, the Consolidated Railroads and Havana Terminal Railroad Companies.

The following table gives the chief towns mentioned in the following pages, their distance from Havana, and the time taken in reaching them.

Stations		Approx. time taken
Miles		hr. min.
520	Antilla	17 45
36	Batabano	1 45
340	Camagüey	13 25
98	Cardenas	3 55
192	Cienfuegos	7 45
31	Guanajay	1 30
569	Guantanamo	24 00
32	Güines	2 00
53	Madruga	2 35
10	Marianao	0 14
58	Matanzas	1 50
111	Pinar del Rio	5 15
241	Sancti Spiritus	13 25
180	Santa Clara	6 20
538	Santiago de Cuba	21 45

SPORTS. **Bathing** and **Dancing** are usually the principal amusements of visitors to Cuba. The favourite game of the Cubans is "**Jai-alai**" the Spanish pelota, which is very exciting to watch. **Golf** is played at the Havana Country Club and elsewhere, and several race meetings are held between December and April.

SIGHTS. **Havana** (population 581,115), capital of Cuba, the San Cristobal de la Habana of the Spaniards, stands on the shores of a magnificent land-locked harbour towards the eastern end of the north side of the island, 90 miles from Key West, the last of a chain of coral islets—now connected by railway—extending from the south of Florida. The chief settlement of Havana was first established by the Adelantado Don Diego Velasquez on July 25th, 1515, on the south coast near the mouth of the Güines or Mayabeque River. From there it was transferred to a spot on the north coast which, on account of its exposed position and consequent liability to attack by pirates, was in turn abandoned in favour of the present site in 1519. By its founder it was proudly named Llave del Nuevo Mundo y Baluarte de las Indias Occidentales ("Key of the New World and the Bulwark of the West Indies.")

The approach to Havana from the sea has been justly praised by many well-known writers. Beyond the surf-beaten coast the first conspicuous object to strike the eye is the historic **Morro Castle**, whose venerable fortifications command the narrow bottle-neck entrance to the harbour, and its tall lighthouse, erected in 1844 by Governor-General O'Donnell, whose name is inscribed upon it. The name Morro, which is also given to similarly placed fortresses at Santiago and at San Juan, Porto Rico, signifies "promontory."

The Morro, which was erected between the years 1589 and 1597, is partly hewn out of the rock and partly constructed of solid blocks of rock, and this gives it an irregular appearance. It is reached by an inclined road, the moat, which is about 70 feet deep, being crossed by a drawbridge. The castle was captured by the English under Lord Albermarle and Admiral Sir

A PLAN
of the
SIEGE of the HAVANA,
Drawn by an OFFICER
on the Spot
1762



THE SIEGE OF HAVANA IN 1762
From an old plan drawn by an officer on the spot

George Pocock in 1762, and a battery to the east of it perpetuates the memory of the gallant Don Luis de Velasco, who preferred to die fighting rather than be taken prisoner. The first landing was effected on June 7th to the east of the harbour, and the Morro was closely invested by land and sea, the Spanish Fleet of twenty vessels remaining in the harbour just as Admiral Cervera's ships were to do one hundred and thirty-six years later at Santiago. The English having made a breach in the walls of the Morro mounted it, and then, to quote the *Annual Register* of 1702 :

They entered the fort, and formed themselves with so much celerity, and with such spirited coolness of resolution, that the enemy, who were drawn up to receive them, and who might have made the assault an affair of great bloodshed, astonished at their countenance, fled on all hands. About four hundred were slaughtered on the spot, or ran to the water, where they perished. Four hundred more threw down their arms, and obtained quarter. The second in command, the Marquis de Gonsales [*sic*], fell whilst he was making brave but ineffectual efforts to animate and rally his people. Don Lewis [*sic*] de Velasco, the Governor, who had hitherto defended the fort with such obstinate bravery, seemed resolved in this extremity to share the same fate with it. He collected an hundred men in an intrenchment he had made round his colours. But seeing that all his companies were fled from him, or slaughtered about him, disdaining to retire or call for quarter, he received a mortal wound, and fell, offering his sword to his conquerors. The English wept with pity and admiration.

In the old plan of the siege reproduced on page 343 from the *Gentleman's Magazine* for October, 1762, the Spanish fleet is seen lying in the harbour, the mouth of which was protected by a chain boom.

The steamer passes under the walls of the Morro by a narrow channel scarcely more than 1,000 feet in width. On the right is another fort known as **La Punta**, and beyond it the city of Havana, round the seaward side of which is the magnificent driveway on a sea-wall called the **Malecon**, with its gardens and handsome bandstand. The sea-wall and drive were constructed by the Americans during their period of occupation after the Spanish-American war. Its site was formerly a

reeking dump fringed by squalid buildings. Beyond the Morro on the left are the heights, bristling with elaborate fortifications and barracks, known as the **Cabañas**, the erection of which was begun in 1763, the year after the capture of the Morro by the English, and completed in 1774. The fortress is entered by a massive gateway approached by a drawbridge. The chief point of interest is the **Laurel Ditch**, where many Cubans were shot by the Spanish soldiers during the revolution. For a distance of 85 feet along the wall the marks of the bullets can distinctly be seen. A bronze tablet, let in, commemorates this appalling sacrifice of life. From the ramparts a superb view of Havana can be obtained. On the parapet is a marble column erected in honour of the repulse of the expedition of Lopez and the American Colonel Crittenden in 1851. That unfortunate officer, who was a West Point graduate and came from Kentucky, was persuaded by Lopez to join an expedition to attempt to free Cuba from the Spanish yoke. They landed about 35 miles from Havana, and were defeated by the Spanish forces. Crittenden and fifty of his men were captured and confined in the fort of **Atares** across the harbour, and were eventually placed in a row and shot down by the Spanish troops. Lopez, a Venezuelan by birth, was publicly garrotted at the foot of the Prado.

A steam of just under a mile past the Morro and the Cabañas brings the steamer into the spacious harbour of Havana, the extreme length of which is about 3 miles, and the maximum breadth $1\frac{1}{2}$ miles. The harbour once had the reputation of being one of the filthiest in the world. For nearly three centuries it received the sewage and refuse of the city, which, in the absence of any streams or rivers to carry them out to sea, accumulated to such an extent as to prove a serious menace to health. So foul indeed was the mud that captains of vessels preferred to make fast to buoys instead of dropping their anchors into it. In recent years, however, much improvement has been effected by dredging and the provision of a sewerage system, and the adoption of

sanitary improvements have rendered Havana quite healthy.

It was in the harbour of Havana that the Spanish treasure fleets, known as the Galleons and the Flota, used to collect before their departure for Europe, and it was in it, too, that the United States cruiser *Maine* (Captain Sigsbee) was blown up at 9.40 P.M. on February 15th, 1898, an event which was the immediate cause of the outbreak of war between the United States and Spain. Two hundred and seventy men and two officers were killed, and it was claimed that the disaster was due to the explosion of a mine by the Spaniards. Whether this was really the case or not has been the subject of much subsequent discussion; but the cry which was raised, "Remember the *Maine*!" proved irresistible.

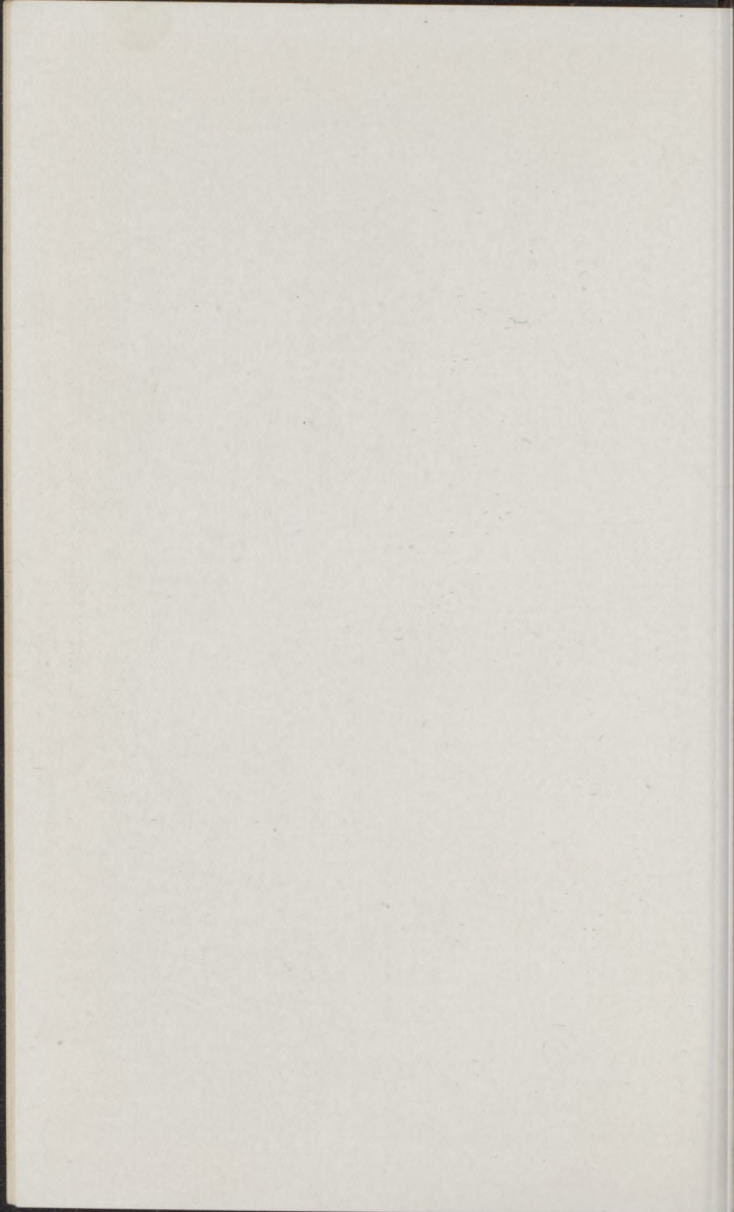
For years after the war the wreck lay where she sank with the Stars and Stripes flying at half-mast over her, but in 1912 the vessel was raised and towed out to sea and buried. The following account of the ceremony was given by an American sailor, J. L. Fahy, in a letter to a comrade:

Shortly after one o'clock the United States navy tug *Osceola* made fast to the *Maine* and, with the assistance of two other tugs, started to tow the remains of that ill-fated vessel to her final resting place. As they approached the entrance of the harbour the *North Carolina* got under way, followed by this vessel (*Birmingham*), and that was the start of the strangest funeral procession ever witnessed, for every vessel in the harbour, no matter of what description, fell into line. As the *Maine* passed Morro, a salute of twenty-one guns was fired, and during all this time they had a band playing a "Dead March." Slowly she was towed to sea, and at about five o'clock the three blasts from the whistle of the *North Carolina* informed us that the proper position outside the three-mile limit had been reached. It was then the men became eager and all eyes were centred on the decks of the *Maine*, and we could see the men on board, about half a dozen of them, moving about. Then they commenced to open up the sluices and sea-cocks, and after this was done, and they had gone over the side into a boat and then to a tug, and the lines from the tugs had been cast off, it was piteous to watch her drift and stagger about as the sea and current directed, unable to help herself, she who had once been the pride of our navy, now a poor helpless wreck. Like a poor



THE ANCIENT MORRO CASTLE

This ancient fort guards the entrance to Havana's harbour.



doomed wretch about to be executed and who had lost his sight, she drifted about, rolling a little, and it seemed for a long time that she was not filling up at all, but after a time it became perceptible; and she then seemed to go down little by little until she commenced to take the seas over her deck, and then she filled rapidly and finally went out of sight in one last long plunge. Believe me, I never want to see anything like it again.

Landing is effected at Havana from some steamers at the wharf and from others by tender or shore boat. The **Customs** department, which used to have its headquarters in an old church, is now housed in modern offices on San Francisco Pier. The formalities where tourists are concerned are not very serious.

The handsome **Railway Station** of the United Railways of Havana and Regla Warehouses, Limited, is situated near the south of the town where the arsenal once stood. A short drive from the wharf takes one to the newly laid out **Parque Fraternidad**, formerly Colon Park, comprising the small La India Park and the old Campo de Marte, or parade ground, the first of a series of parks and avenues extending across Havana from south to north. In the park is the Pan-American Peace tree, planted to commemorate peace among the American nations. Parks and avenues follow closely the direction of the old walls, the position of which is clearly shown on the old plan on page 343, and the terms "intramural" and "extramural" are still used to define the position of buildings. La India Park took its name from a charming statue of an Indian maiden emblematic of Havana, which was the gift of Count de Villanueva, the former owner of the property. From Parque Fraternidad the Prado, or Paseo de Marti, a leafy boulevard of laurel trees, extends to the Malecon or sea-wall. In the Central Park is a statue of José Marti (1853-1895), one of the prime movers in the revolution of 1895, by the Cuban sculptor, Villalta de Saavedra.

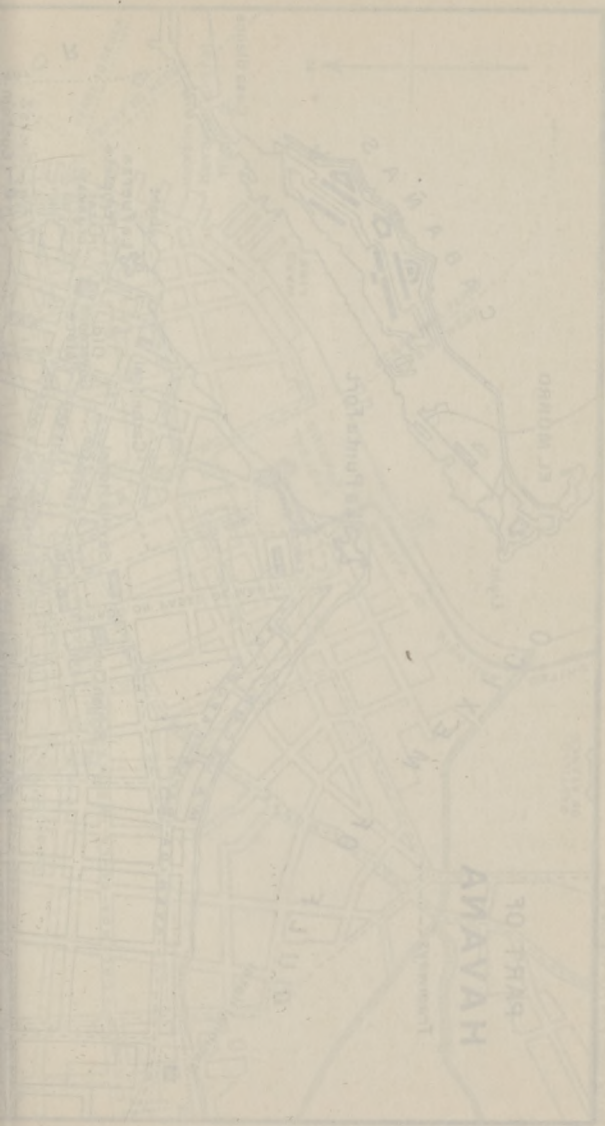
Facing Central Park are the handsome **Capitol** with a stately white dome, the florid Teatro Central, which can accommodate an audience of 3,000 and, the Centro Asturiano Club-house.

The ancient city walls were begun in 1671 and completed in 1702, but after the successful attack by the English in 1762 the fortifications were greatly strengthened. The Abbé Raynal states in his history that between 1763 and 1777 £933,916 4s. 11¼*d.* was spent on them. The walls were demolished between 1863 and 1880, and only fragments remain at the head of Teniente Street and behind the Church of the Angel.

From Central Park, **Pi-y-Margall** (the name is that of a Cuban Patriot), or **Obispo** (Bishop), and **O'Reilly** streets run parallel in a north-easterly direction to the old President's Palace in the Plaza de Armas, a substantial building erected in 1834. These two streets, which are very narrow but extremely picturesque with their tinted awnings and quaint signs, form the chief shopping centre of Havana. O'Reilly Street owes its title to the Spanish General of that name, who entered the city by it while the English left by Obispo Street when Havana was restored to Spain in 1763.

The **Plaza de Armas** is a centre of interest; to the north of it is **La Fuerza**, said to be the oldest fortress in the New World. It was erected by Hernando de Soto in 1519. The story goes that when that worthy set sail to conquer Florida he left his wife, Dona Isabella, behind. Here for four years she anxiously awaited the return of her husband, and here, when she heard of the failure of the expedition, she died broken-hearted. On the tower is the **Habaña**, a figure emblematic of the city.

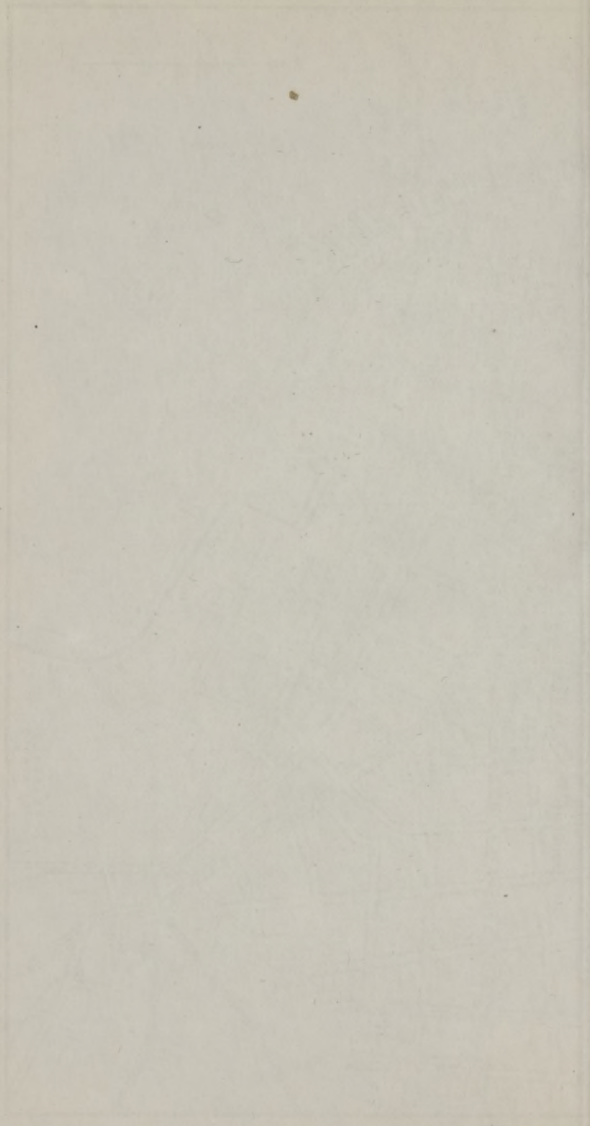
On the west side of the Plaza is the **Ayuntamiento**, or City Hall, in Spanish times the residence of the Captain-General. On the east side is **El Templete**, a small temple which was erected in 1828 and dedicated on March 9th in that year to mark the spot—originally identified by a huge silk-cotton tree—where the first Council met and the first Mass was celebrated when the city was established in 1519. It was here that the reputed remains of Columbus first rested when they were transferred to Havana from Santo Domingo in 1795. Arrete records that in 1755 the silk-cotton tree was still



PART OF HAVANA

Tramways-----





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living. In 1747 Captain-General F. Cagigar erected an obelisk of stone as a permanent memorial. A bronze tablet in the enclosure is inscribed :

During the reign of his Majesty Don Fernando VII, under the Presidency and Governorship of Don Francisco Dionisio Vives, the most faithful, religious, and pacific Havana erected this simple monument, consecrating the place where, in the year 1519, was celebrated the first mass and holy office, the Bishop Don Juan José Diaz de Espada solemnizing the Divine Sacrifice of the Mass on the 9th day of March, 1828.

In the court there is a bust of Columbus which was studied by the American painter, John Vanderlyn, for his painting of the landing of Columbus, in the rotunda of the Capitol at Washington.

The temple contains three commemorative paintings by Escobar of the installation of the first Council at Santiago, the celebration of Mass, and the inauguration of the monument. The building is only opened to the public on November 16th, the official "birthday" of Havana. Permission to visit it, however, can usually be obtained from the Mayor.

At the north-west corner of the Plaza is the **Senate Building**, formerly the residence of the Archbishop.

The building at the seaward end of the Prado was formerly the **Carcel** or jail, which was erected in 1859 by convict labour. Just beyond it is the **Students' Memorial**, a simple piece of the wall of the old Commissary Building, a tablet let into which records that on November 27th, 1871, eight young Cuban students were sacrificed on the spot by the Spanish volunteers. A more elaborate memorial stands in **Colon Cemetery** to the west of the city. Here burials still take place in niches or columbaria like those of the early Christians in Rome and elsewhere.

During the ten years' war for freedom from 1868 to 1878, there was great animosity between the Spaniards and Cubans. Children born to Spanish parents in the island were considered Cubans, and many families were consequently divided among themselves. In 1871 a certain Gonzalo Castañon, in an ultra-Spanish paper which he edited called *The Voice of Cuba*, made an attack on Cuban women, and was accordingly challenged

by a patriot to fight a duel at Key West. The challenge having been accepted, the fight took place and the Spaniard was killed. His body was brought to Havana and buried with much ceremony in one of the niches in the cemetery behind San Lazaro hospital. Some little time later, a party of students from Havana University were alleged to have spoken disrespectfully of Castañon and to have desecrated his tomb. This enraged the Spanish Volunteers, who demanded vengeance. It being impossible to ascertain which of the students were guilty, an entire class consisting of forty young men was arrested and tried by court martial. So great was the outcry that no lawyer could be found to defend their case, until a Spanish officer, whose name, Capedevilla, deserves to be remembered, offered to do so. This brave man conducted the defence with such ability that the Court could do nothing else but acquit the boys.

This made the Volunteers still more angry, and they insisted that the young men should be tried by court martial, and that two-thirds of the judges should be officers of their force. The Captain-General foolishly yielded to the request, and the unfortunate boys, not one of whom was over sixteen years of age, being again put on their trial, were found guilty, the sentence being that the party should be ranged in a line and every fifth of them shot, the remaining thirty-two being condemned to be transported to Africa. The sentence was duly carried out. The lads were ranged against the Commissary building. When the Spanish sergeant ordered every fifth boy to step forward, they comported themselves like heroes, and it is said that one among them, making a rapid calculation and finding that his younger brother was the fifth and would consequently die, took his place. One prominent Havana merchant, seeing that his son was to be shot, fell on his knees and offered to pay as his ransom his weight in gold, but to no avail. The eight boys were then made to kneel before the part of the wall where the memorial tablet now is and were brutally murdered—for it was nothing else—by the Spanish Volunteers. When the news of this massacre reached Spain, the Cortes ordered an investigation to be made, and after the inquiry the students were pronounced to be guiltless, those sentenced to transportation being "pardoned." Many years afterwards, a son of Castañon visited the cemetery, and after examining the tomb in the presence of a Notary-Public, made a declaration that it had never been disturbed.

The monument, which was erected by public subscription and executed by the Cuban sculptor, Saavedra, consists of an elaborately carved pedestal supporting a draped shaft. At the base are two figures symbolical of Justice, with scales ill-balanced and broken sword, and History, upon whose scroll is inscribed the words

VERDAD, Truth. Emerging from an open door is the winged figure of Innocence, bearing a tablet inscribed IMMUNIS, Guiltless.

The **Cathedral**, dedicated to the Virgin of the Immaculate Conception, stands near the junction of Empedrado and San Ignacio Streets. It was built in 1704 by the Jesuits in the style familiar in Spanish America with its twin towers and massive walls. When Santo Domingo was ceded to France, remains, believed to be those of Columbus, were removed to this Cathedral with great ceremony, and here they remained until 1899, when, after the Spanish-American war, they were transferred to Seville. It is now generally believed that the remains in question were *not* those of the discoverer, but of a member of his family (*see* page 366). Other churches of note are those of Santo Domingo (begun in 1578), Santa Catalina (1700), and La Merced (1744), which has several oil paintings of merit.

On the **Malecon** the magnificent drive-way which skirts the sea on the north side of the city are monuments to General Antonio Maceo, a hero of the Spanish-American war, and to 266 American sailors who lost their lives in the *Maine* (*see* page 340).

Permission to visit one or more of the numerous **Tobacco factories** can be readily obtained. Here, while the employees manufacture the cigars for which Havana is justly famous, an individual lightens the monotony of their labours by reading aloud some popular work or newspaper to them.

The **Chinese Section** of the city is usually of interest to those who have not visited the East, or "Chinatown" in New York.

No visitor should fail to take the opportunity of watching the national ball game, "**Jai-alai**," the Spanish pelota, which is played with remarkable skill by the inhabitants.

Marianao Beach, on the Gulf of Mexico (10 miles west of Havana, by electric train every fifteen minutes from Concha Station, Carlos III Street, or every few minutes *via* Vedado), is much resorted to on account of the

delightful surf bathing to be enjoyed there. The train runs through some of the most attractive suburbs of Havana, including Puentes Grandes, Buena Vista, and Marianao town (population 9,332 ; nine miles). A more pleasant route to the beach is by motor-car through Vedado and Almendares, now beautiful suburbs. Between Almendares and Marianao is the Parque Japones, which well repays a visit. The Casino has an excellent restaurant and is well equipped with devices for gambling. Evening dress is not *de rigueur*, but sports clothes are banned. Close by Marianao is the fine Oriental Park Race Track where races are held periodically from December to April. Near the beach the palatial **Havana Country Club** with an 18-hole golf course is situated. The head-quarters of the **Havana Yacht Club** are also at the Beach.

An excursion train leaves Havana daily on the Havana Central Railroad for the **Providencia Sugar Factory** (36 miles), which can be inspected (a description of sugar manufacture is given on page 436). A trip to **Guanajay** by trolley-car (31 miles), through country devoted to tobacco and pineapple cultivation, is also recommended.

The expedition to **Matanzas** (58 miles, 1 hour 55 minutes by train) and back can be made in a day, special personally conducted tours being arranged during the tourist season by the United Railways of Havana. The special fare, \$8.50 (£1 15s. 5d.) (children under twelve \$5.50—£1 2s. 11d.), covers first-class railway fare, carriage to the **Hotel Paris**, lunch, drive to the **Hermitage of Montserrate**, the **Yumuri Valley**, and admission to the Bellamar Caves. The lines pass through extensive fields of sugar-cane, the section between Jaruco and Agucate being one of the most productive in Cuba. At the latter place is the **Rosario Central Factory**. Between Empalme (whence a branch runs through a hilly country to **Madruga**, population 2,175), three hours from Havana, a typical Cuban village famous for its sulphur and iron springs, and Ceiba Mocha, is a deep cutting lined with maidenhair

ferns and tropical foliage of great beauty. After passing the unpretentious village of Ceiba Mocha (left) and extensive orange groves (right), the train runs through the valley of the San Juan river, the great Pan of Matanzas (1,000 feet) being the most prominent feature. **Matanzas** (population 36,000), the second city and seaport of Cuba, is situated on the south and east side of a spacious harbour. Its streets are well laid out and it has several handsome plazas adorned with decorative trees and flowers. A feature of the town is a leafy boulevard known as the Paseo. The valley of the Yumuri, which was praised by Humboldt, is best seen from the Hermitage of Montserrate and from the summit of the opposite hill, which is reached through a residential quarter known as Versailles. The Yumuri Valley is a vast natural amphitheatre five or six miles in diameter with precipitous sides except towards the sea, where the river finds an outlet through the vertical walls of a cañon. It was the scene of a massacre of the Arawaks in 1511. Hence the names Matanzas (slaughtering) and Yumuri, said to be a corruption of "Io mori," I die, the cry of the victims.

Far down below our very feet lay the lovely valley of the Yumuri, with its grounds now broken into sharp peaks, now gently undulating; its cane-fields with their pea-green verdure, and the dark-green of the tall palms scattered irregularly over them; its golden orange-groves, and luxuriant plantains, with broad waving leaves; its cocoas, its almonds, and its coffee, with here and there a gigantic Ceyba spreading out its massive arms high in air.—*Notes on Cuba.*

The caves of **Bellamar** are situated on a plateau about two miles beyond Matanzas. They are entered by a broad stairway cut out of the rock in a small house. The caves are lined on all sides with wonderful crystal stalactites, which are illuminated by electric light. The largest hall is the Gothic Temple, 250 feet long by 80. The caves were discovered quite by accident in 1861 by a workman, who was quarrying limestone for a kiln. To the man's astonishment his crowbar, inserted in a crevice to dislodge a rock, slipped out of his hands right through the rock and disappeared.

Among many interesting expeditions from Matanzas may be mentioned trips on the **San Juan** and **Canimar** rivers, the latter winding between steep cliffs for a distance of about eight miles, and then entering an almost impenetrable tropical jungle. The town has several bathing establishments, and its water, known as Copey, is recommended for disorders of the digestive organs.

Visitors—and especially those interested in the fragrant weed—should not fail to visit the famed **Vuelta Abajo** (lower turn) district at the western end of the province of **Pinar del Rio**, which is reached by the Western Railway of Havana, or by motor-car along the **Carretara Central** (*see* below). The Railway line passes Rancho Boyeros and Santiago de las Vegas, where much citrus fruit is cultivated. At Güira (18 miles) tobacco cultivation begins. The variety grown in this zone is that known as “partido” which is valuable for its “wrapper” qualities.

Artemisa is the junction for Guanajay (9 miles distant), whence Havana can be reached by electric line. Besides being in an important tobacco growing district, Artemisa is the chief pine-apple producing centre in the island.

Paso Real (84 miles from Havana) is the station for San Diego de los Baños, in the hills, 14 miles to the north, famed for its sulphur baths.

Pinar del Rio (population 10,634; 111 miles from Havana), the chief town of the Vuelta Abajo district, has several excellent hotels. It is the western starting point of the great **Carretara Central**, or Central Highway, extending eastward for 700 miles to Santiago in the Province of Oriente.

Cardenas, 109 miles east of Havana (4 hours 18 minutes by train), is an important city (population 24,280), situated on the north coast, much sugar being shipped from it. A few miles to the north is **Varadero**, which has one of the finest beaches in Cuba. It is reached either by steamboats across the bay or by motor-cars and coaches over the highway.

Cienfuegos, 195 miles from Havana, on the shore of the Caribbean Sea, is a modern city (population 30,100) with

picturesque plazas. Its magnificent bay, 11 miles long by 3 to 5 in width, is one of the finest natural harbours in this part of the world. The city has several delightful suburbs, including Punta Gorda, Cayo Carenas, and Castillo de Jagua. The latter is particularly interesting on account of its old castle, built in the time of Philip V of Spain to protect the harbour from pirates. The Damuji River, which flows into the Bay at the north, boasts superb scenery which can be enjoyed by taking the steamer to Rodas and back.

It is now possible to visit Eastern Cuba in great comfort, thanks to the service provided by the Cuba Railroad Company. Two trains leave Havana daily, one in the early morning and the other at night, for Santiago. In the provinces of Santa Clara, Camagüey, and Santiago the road runs through rolling plains and mountainous regions. **Camagüey** (population 29,616 ; 340 miles) has numerous mediaeval buildings. The climate of the city, which lies on a plain 550 feet above sea level, is particularly good. Among the attractions of the place are its weather-worn churches, the most interesting being those of La Merced and La Soledad. The former was built about the year 1628 by missionaries of Our Lady of Mercy. Its high altar is of silver and was fashioned from 40,000 Spanish dollars. La Soledad was a hermitage in 1697. The present building was begun in 1758. The frescoes date from about 1852. The picturesque Hotel Camagüey occupies the old Spanish military barracks. **Santa Clara** (population 16,702 ; 180 miles) is the second inland town in importance.

Santiago de Cuba (population 45,470 ; 538 miles), on the shores of the Caribbean Sea, nestles at the foot of lofty mountains. This ancient town is at the eastern end of the **Carretara Central**, the great central highway extending for 700 miles to Pinar del Rio. Its spacious harbour, like that of Havana, is almost land-locked, and it has also a **Morro Castle** of great antiquity on the promontory protecting it. It was in this harbour that Admiral Cervera lay from May 19th to July 3rd, 1898,

when his vessels steamed out to destruction, and it was the bottle-necked entrance which Lieutenant Hobson courageously endeavoured to block by sinking the *Merrimac*.

Overlooking the Bay, in front of the Town Hall, on the Avenida de Loraine (formerly de Michaelsen), stands a pylon of pink marble with a bronze bust upon it of the English naval officer, Commander, afterwards Rear-Admiral, Sir Lambton Loraine (born November 17th, 1828, died May 17th, 1917), who while in command of H.M.S. *Niobe* in November, 1873, saved the lives of over one hundred members of the crew of the United States ship *Virginus*, who had been captured by the Spanish ship *Tornado* and sentenced to death by the Spanish authorities.

The bust was cast from a plaster model executed by Señora Lucia Victoria Bacardi de Grau, daughter of an old Cuban patriot and famous rum manufacturer. It was unveiled by Mrs. Godfrey Haggard, wife of the British Chargé d'Affaires in Havana in 1922. On the front of the memorial is the following dedication, in Spanish :

To the illustrious memory of the English admiral, Sir Lambton Loraine, Commander of the Frigate of War *Niobe* in 1873. A tribute of gratitude and justice rendered by the Cuban Nation, February 24th, 1922.

On the reverse is recorded the message sent by Sir Lambton Loraine to General Burriel, then Governor of Santiago, which caused that official to suspend the execution of the remaining members of the crew of the *Virginus* :

I have no instructions from my Government, because they are unaware of what is happening ; but I assume the responsibility and am convinced that my conduct will receive the approval of Her Majesty, inasmuch as my action is on behalf of Humanity and Civilization, and I require you to immediately suspend the filthy butchery now going on. I do not think it will be necessary for me to say what my procedure will be, should my demands not receive attention.—LAMBTON LORAINÉ, November 8th, 1873.

Santiago is an extremely picturesque town with its irregular streets of brightly coloured houses with red-tiled roofs, its plazas, and its many trees. The best shops are in Marina Street—which extends from the Plaza to the bay—and San Tomas Street. Along the bay is the Alameda, a charming drive-way, which is deservedly popular.

One of the favourite expeditions from Santiago is to the battlefields of **San Juan** and **El Caney** (4 miles), which now comprise a public park. A simple column, surmounted by a shell, on San Juan Hill is inscribed :

IN MEMORY OF
THE OFFICERS AND MEN OF THE UNITED STATES ARMY,
WHO WERE KILLED IN THE ASSAULT AND CAPTURE
OF THIS RIDGE JULY 1ST, 1898,
AND THE SIEGE OF SANTIAGO, JULY 1ST TO JULY 16TH, 1898.
WAR BETWEEN SPAIN AND THE UNITED STATES.

Near by is the **Surrender Tree**, a silk-cotton tree under which General Toral surrendered Santiago to General Shafter on July 17th, 1898.

Cobre (9 miles from Santiago), whose name is attributable to the existence of copper mines in the neighbourhood, is worth visiting on account of the famous shrine of Nuestra Señora de la Caridad del Cobre (Our Lady of Charity of Cobre). Here, as at Boulogne in France, a miraculous image of the Virgin which was found floating out at sea and salvaged is enshrined.

About 40 miles to the east of Santiago is the American naval station of **Guantanamo**. Historically the place is of interest owing to the fact that it was here that the English under Admiral Vernon and General Wentworth landed in 1741 to attack Santiago. They called the harbour **Cumberland Bay**. Guantanamo is a shipping port of consequence. The harbour, which is ten miles long by four wide in places, has an outer and inner basin, the latter being approached by an extremely narrow entrance. Guantanamo has two admirable shipping ports in **Boqueron** and **Caimanera**.

To the north of Santiago is the port of **Antilla** (population 1,100 ; 517 miles) on **Nipe Bay**, which is reached by

a branch line from Alto Cedro. If the present rate of development is continued, the port will soon be one of the most prosperous in the island. Several shipping companies already include this town-in-the-making among their ports of call, and there is usually time to visit **Preston**, the immense sugar factory of the United Fruit Company, between the arrival and departure of steamers. The wooded hill beyond Antilla, which commands a fine view of the town and bay and the Mayari Mountains, will in time become a city park.

A trip to **Batabano**, on the south coast (36 miles from Havana ; 1 hour 55 mins. by train), and back can easily be made in an afternoon. The place is the scene of an interesting sponge fishery, and the port of departure of the steamer for the Isle of Pines.

THE ISLE OF PINES

THE **Isle of Pines**, a dependency of Cuba, with an area of 840 square miles and a population of about 5,000, of whom 2,000 are Americans, can be reached either from Batabano or Santiago. Leaving Batabano overnight (Monday, Wednesday, or Friday), the steamer reaches the island early on the following morning. (*Fares* Single, \$7.60—£1 11s. 8d. ; return, \$12.00—£2 10s. 0d.) The steamer returns to Batabano on Tuesdays, Thursdays, and Saturdays. **Nueva Gerona**, the capital, on the Rio Casas, is almost surrounded by mountains, the Sierra de las Casas and the Sierra de Caballas. The island has become quite an American settlement, and at **Sante Fé** and **Los Indios** many prosperous citrus and pine-apple plantations can be seen. Other progressive centres are those of **Santa Barbara** and **West McKinley**.

In the northern half of the island there are many groves of oranges, grape-fruit, limes, and pine-apples, all of which fruits grow to perfection in this favoured climate.

The Isle of Pines is dotted with the bungalows of the American settlers, some of which are quite artistic. In the winter months the American colony is swelled by

many visitors from the United States, who amuse themselves by bathing off the delightful beaches of Nueva Gerona and Bibijagua, by motoring over the excellent roads, and by boating on the Casas river.

At one time it was believed that the buccaneers worked gold mines in the island, and in 1834 a French geologist thought that he had found payable gold in Mount Caballos, which was honey-combed with caves. He died of yellow fever, but in 1844 Captain-General O'Donnell, Governor of Cuba, formed a company to exploit the claim. Nothing however came of the efforts of these pioneers to get rich quick.

CHAPTER XV

HAITI AND SANTO DOMINGO

The Black Republics

HAITI, or Hispaniola, the largest island in the West Indies after Cuba, is one of the Greater Antilles. It lies between Cuba and Porto Rico, and is separated from the former by the Windward Passage, the width of which from Mole St. Nicolas in Haiti to Cape Maisi in Cuba is 130 miles, and from the latter by the Mona Passage, 70 miles in width.

The shape of the island resembles somewhat that of a turtle, its great eastern projection forming the head, and its two western peninsulars the hinder limbs.

Hispaniola is shared by the two independent Republics of Haiti (population 2,303,200), which occupies 9,242 square miles at the western end, and Santo Domingo (population 897,425), which owns the remainder, or 20,596 square miles.

INDUSTRIES. In **Haiti** sugar, tobacco, coffee, and cacao are cultivated, and the island is supposed to possess valuable deposits of coal, copper, and other minerals. Sugar is extensively cultivated in **Santo Domingo**, and tobacco, coffee, bananas, and cacao are also exported, together with mahogany, lignum vitæ, cedar, and satin-wood. No attempt has as yet been made to develop the deposits of iron, gold, copper, and salt which are known to exist. The island has much savannah country suitable for cattle, but very little use has so far been made of it. The trade of Haiti and Santo Domingo is mainly with the United States, which supply 60 per cent. of the total imports of both republics.

In 1907 a treaty with the United States was ratified, under which the latter country now collects the Customs duties, and acts as an intermediary between the Dominican Republic and its foreign creditors.

CLIMATE. The climate of Haiti and Santo Domingo is dry and healthy, the thermometer rarely rising above 90° Fahr. The rainy seasons are in May and June and from July to September, in which month storms most frequently occur. The towns are reasonably clean. The commonest form of fever in Santo Domingo is that known as "Paludismo," which resembles a very mild type of malaria; but visitors adopting the usual precautions against being bitten by mosquitoes should not suffer from it.

HISTORY. Columbus visited Haiti from Cuba on his second voyage, landing at the cape now called Mole St. Nicolas on December 6th, 1492. He found the island inhabited by 2,000,000 aborigines. They called it Haiti, the "Mountainous Country," and Quisquica, the "Vast Country"; but he changed the name to Espagnola, or Little Spain, which latinised became Hispaniola. Adventurers from Europe, attracted by the usual tales of gold, flocked to the island, and after thirty years the natives, whom they cruelly ill-treated, were crushed out of existence. In 1505 negroes were first introduced, and by royal edict, in 1517, the importation of 4,000 a year was authorised. In 1630 a mixed colony of French and English, who had been driven out of St. Kitts, and had established themselves at Tortuga, where they became formidable as freebooters under the name of Buccaneers, settled in Haiti, and in 1697 the part of the island which they held was ceded by the Treaty of Ryswick to France. After 1722 the colony, which was called Saint Dominigue, flourished, and it continued to prosper until the French Revolution of 1789, when the free people of colour demanded that the principles of the Revolution should be extended to them. This was opposed by the whites, and a struggle ensued.

In 1791 a decree was passed giving mulattoes all the rights of French citizens, but in the same year it was reversed, and the mulattoes fought with the blacks against the whites in a war which began with an insurrection of the slaves. In 1793 the abolition of slavery was proclaimed, and the English having invaded the island, Toussaint l'Ouverture, the leader of the blacks, helped the French, of whose army he was made Commander-in-Chief. With his assistance the English were driven out in 1798, and the French became masters of the whole island, which had been ceded to them by the Treaty of Basle three years previously. Toussaint in 1801 adopted a constitutional form of government, in which he was to be President for life; but Bonaparte, then First Consul, determined to reduce the colony and restore slavery, sent out 25,000 troops under his brother-in-law, General Leclerc. The blacks retired to the mountains, but a desultory war was kept up until Leclerc cajoled the native chiefs into a suspension of hostilities, and, having invited Toussaint to an interview, treacherously seized him and sent him to France, where he died in prison in 1803.

The blacks, infuriated, renewed the struggle under General Dessalines. In 1803, on the approach of an English fleet, the French agreed to evacuate the island, and in 1804 independence was declared, and the aboriginal name of Haiti revived. Dessalines was made Governor for life, but later in the year he proclaimed himself Emperor. He was assassinated in 1806, and two rival chiefs, Cristophe and Pétion, established themselves in the north and south respectively; while the Spaniards took the eastern portion of the island, which they called Santo Domingo. Pétion died in 1818, and Cristophe having committed suicide in 1820, General Boyer became master of the whole of the western end of the island, and in 1822, taking advantage of dissension in the Spanish part, he invaded it and captured the whole of it. The entire island was then called Haiti, but in 1843 Boyer was driven out by a revolution, and in 1844 the people in the eastern part established the Dominican Republic. From that date the two political divisions have been maintained.

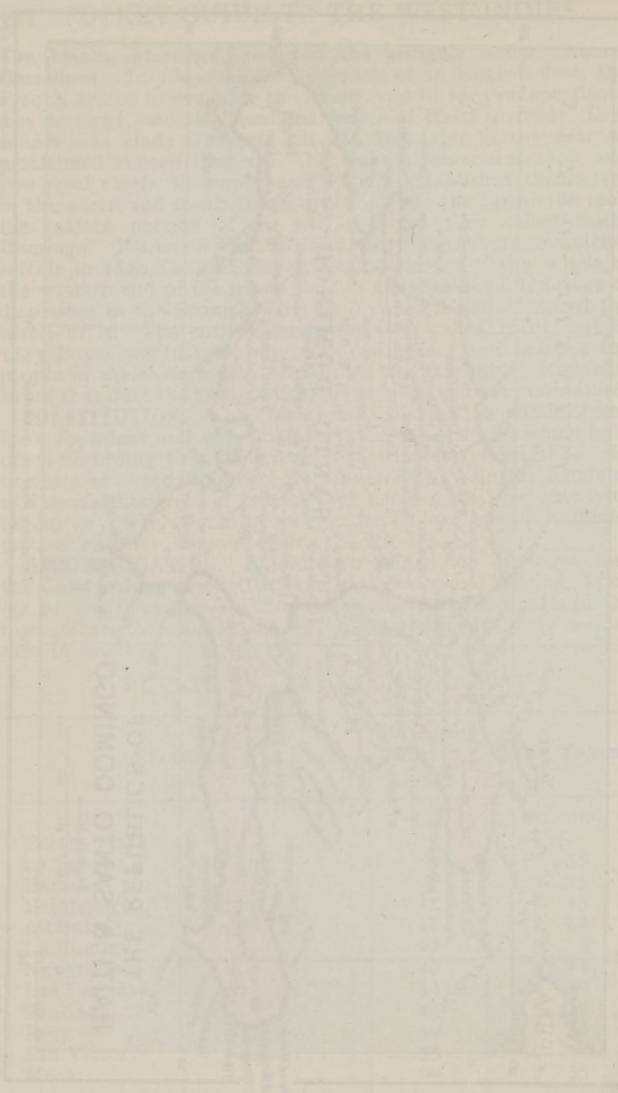
CONSTITUTION. The Government of Haiti is administered by a President and two Chambers, the members of which hold office according to a constitution which dates from 1889. In the case of Santo Domingo, the Government is in the hands of a National Congress of twenty-four deputies, a President with executive power, elected by an electoral college, and an Administrative Ministry, appointed by the President.

ACCOMMODATION. At **Port au Prince** the *Montague* and the *Cosmopolitan* are well spoken of. Board and lodging, \$5.00 (£1 os. 10d.) per day. There are also several good cafés in the town, where the cooking is good, and the food extremely reasonable in price.

PUERTO PLATA—MOCA RAILWAY

STATIONS	Miles from Puerto Plata	Time Taken	
		hr.	min.
Puerto Plata	—	—	—
La Sabana	5	—	55
Barrabas	8	1	25
Bajabonico	11	1	45
Altamira	18	2	42
La Cumbre	22	3	5
Navarrete	29	4	22
Las Lagunas	34	4	50
Santiago	42	5	30
Peña	50	6	35
San Victor	55	7	12
Moca	60	7	55





REPUBLICA DOMINICANA
REPUBLICA HAITI

SANCHEZ—MOCA LINE

STATIONS	Miles from Sanchez	Time Taken	
		hr.	min.
Sanchez	—	—	—
Almacen (Villa Riva)	21	1	25
La Ceiba	28	1	55
Barbero (Pimentel)	33	2	30
Baird (La Jina)	45	3	15
Macoris (San Francisco)	52	3	45
Las Cabullas	55	4	45
La Vega	62	5	10
La Jagua	61	6	13
Salcedo	66	6	30
Moca	73	—	—

Railway Routes in Santo Domingo.

In **Santo Domingo** the *Hôtel Français* is recommended.

COMMUNICATIONS. Haiti and Santo Domingo can be reached by passenger steamer from New York direct and also from Europe (*see* Appendix I). They are also on the air transport routes. (*See* Appendix II.)

In **Haiti** there are a few short lines of railway in operation and a more elaborate railway system connecting the chief business centres is in course of construction. The public railroads in **Santo Domingo** are (1) the Central Dominican (belonging to the Government) between Puerto Plata and Moca, and (2) the Samana and Santiago (a British Company) between Sanchez (on the Bay of Samana) and La Vega, with branches to San Francisco de Macoris and Salcedo. From the latter station an extension runs as far as Moca where the two railroads join. A list of the principal stations on the Central Dominican Railroad and on the Samana and Santiago Railroad are given in the tables above.

On both lines the trains also stop at a number of smaller stations by signal.

SIGHTS. **Port-au-Prince** (population 125,000), the capital of Haiti, is situated at the head of a vast bay, on the west side of Hispaniola, which almost divides the Republic in two.

It was here that Santhonax, one of the Commissioners of the National Assembly of France, caused a guillotine to be erected.

Having at hand a Frenchman accused of being a Royalist, he thought he would try the experiment on him. An immense crowd of Haitians assembled to witness the execution; but when they saw the bright blade descend and the head roll at their feet, they were horror-stricken, and, rushing on the guillotine, tore it to pieces, and no other has ever again been erected in Haiti.—*Sir Spencer St. John.*

A favourite expedition of Haitians is to **Kinscote**, a three hours' drive from Pétionville (so named after Pétion who controlled the South after the death of the Emperor Dessalines), which can be reached by motor-car from Port-au-Prince in about 20 minutes. The view from above Pétionville (where there is a good restaurant) is only equalled by that of Kingston from Hardwar Gap in Jamaica.

Cap Haitien (population 22,000) on the north coast is a melancholy town. It has never recovered from the effects of an earthquake which overwhelmed it in 1842. Nevertheless it repays a visit since it is a convenient centre from which to inspect King Christophe's Palace of Sans Souci at Millot, and his citadel at La Ferrière, the two most remarkable ruins in the Antilles.

In dry weather Cap Haitien is an easy day's drive from Port-au-Prince. Three days are necessary for the whole expedition, and the cost of car hire is about \$75 (£15 12s. 6d.). Arrangements should be made beforehand with the police authorities for the provision of guides and ponies at Millot.

The drive from Cap Haitien to Millot takes about half an hour, and the ride thence to the citadel about two hours.

In the magnificent palace of **Sans Souci**, Christophe, the negro and former slave, styled King Henry I, held his Court, surrounded by the nobility he created with such pompous titles as His Serene Highness the Prince du Limbé, His Excellency the Count de la Tasse, the Duke of Marmalade, and the Duke of Limonade. On floors of highly polished mahogany and marble stood costly furniture from Europe, and the walls were adorned with valuable paintings. Nothing now remains of this splendour except a picturesque ruin.

To reach the palace we pass between the huge columns of the gateway. There are sentry-boxes to guard the entrance, but in the boxes there stand no soldiers, and the gate itself is gone. We cross a dirty unkempt courtyard to the foot of a great stairway, and there two more empty sentry-boxes permit us to pass on unchallenged. We climb to the landing where in front of the basin of a fountain the grand staircase divides, with again two sentry-boxes to protect the long flights.

Above the fountain on the landing the great façade of the front rises in a beauty of arched panels and arched entrances and columns in half-relief; with, stepped back from the centre section, the main body of the building, whose arched doorways multiply themselves in seductive repetition.

The staircase mounts to the palace and to the terrace, and lovely is the line and the delicate moulding of the balustrade. Under the graceful stairway are dungeons with iron gratings, but the dungeons are empty and grass grows on the steps of the staircase.—*Blair Niles.*

Even more remarkable than the ruins of Sans Souci are those of La Ferrière, the mighty fortress perched on Le Bonnet à l'Éveque, the highest point of the range of mountains overlooking Cap Haitien and the sea from which it forms a conspicuous landmark. It can be reached on ponies in about two hours from Millot.

As you ascend the rugged path the citadel looks like an immense stone ship with a great red prow.

Designed it is said by a Scotsman named Ferrier in the days of French rule, the Citadel was completed by Christophe as a place of refuge in case of invasion. Its massive fabric was constructed entirely by forced labour, man, woman and child being compelled to carry its stones up the mountain side. It has indeed been said that every stone cost the life of a human being. When completed, Citadel Henri, as it was called, was stored with enough provisions to support the army for months and an almost inexhaustible supply of ammunition. Haitians feared to approach the fortress. For years no Europeans were permitted to examine it, but this rule has long since been relaxed and visitors can now inspect the spot where the mortal remains of King Christophe were interred in quick lime after his tragic death by his own hand at Sans Souci.

A bronze plaque on the tomb is inscribed :

CI-GÎT LE ROI HENRI CHRISTOPHE, NÉ LE 6 OCTOBRE, 1767,
MORT LE 20 OCTOBRE, 1820, DONT LA DEVISE FUT : JE RENAIS
DE MES CENDRES.

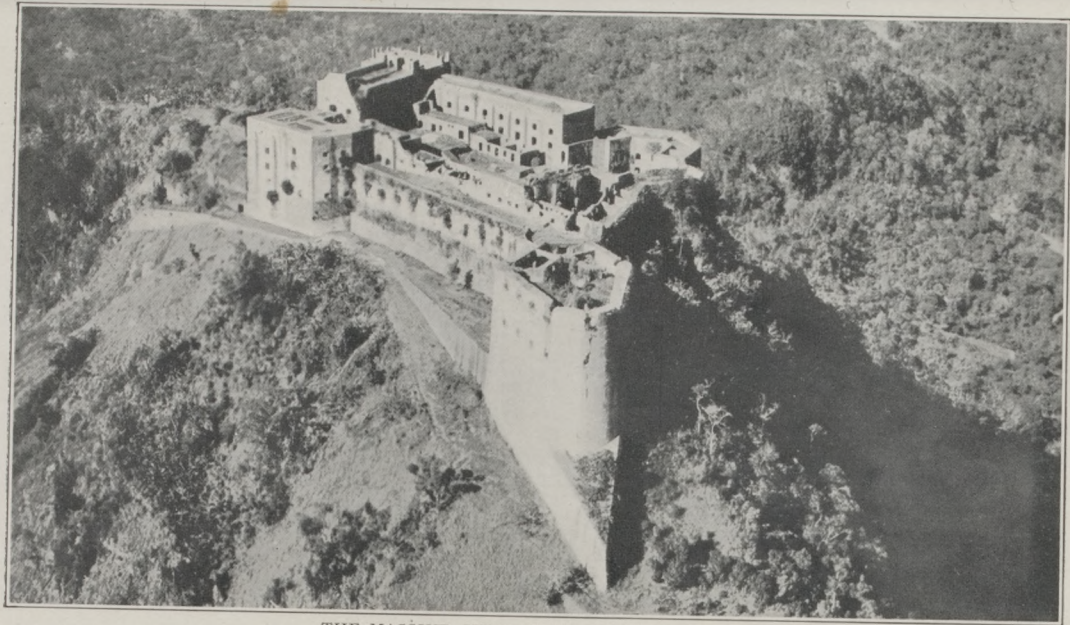
[Here lies King Henri Christophe, born October 6th, 1767, died October 20th, 1820. His motto was "I rise again from my ashes."]

The casemates in the long galleries still mount cannon which were never fired in anger, and cannon balls lie about. The view from the battlements is superb, comprising Acul with Tortuga, the erstwhile resort of the buccaneers, lying off the coast, Cap Haitien, and to the east, no fewer than seven ranges of hills.

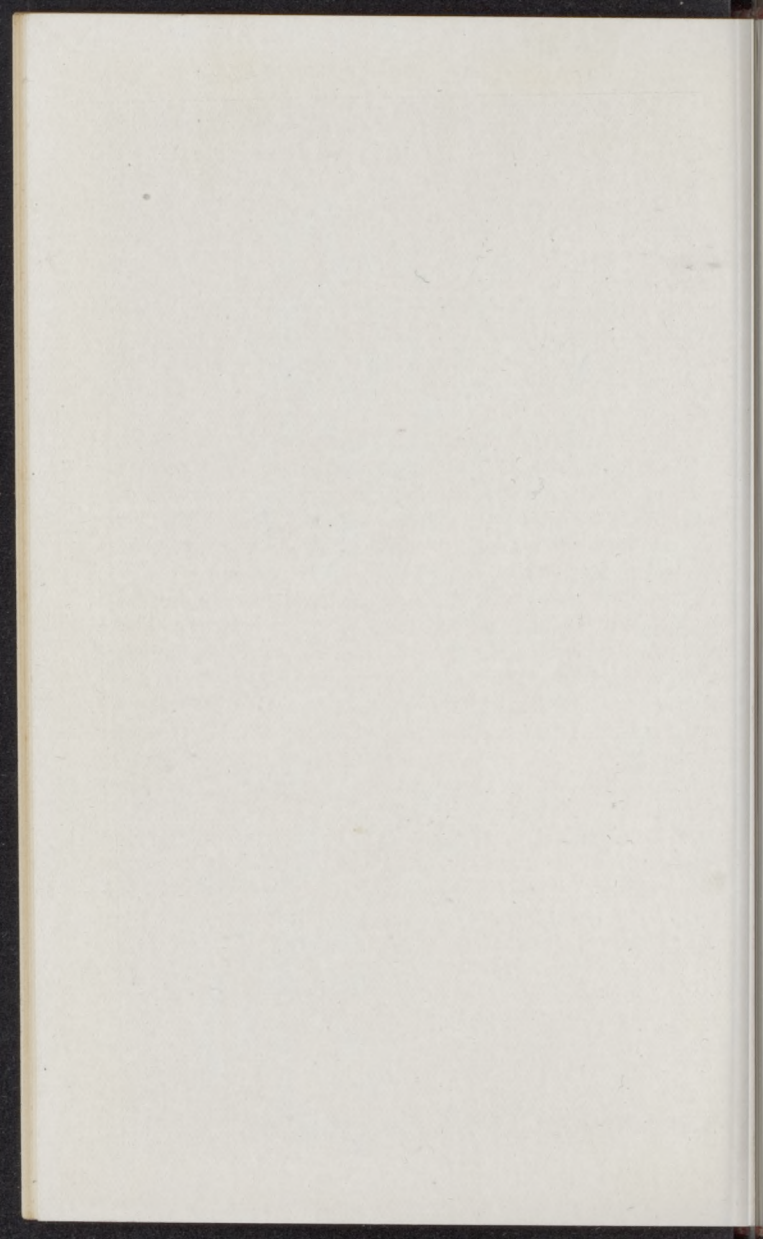
In a lecture which he delivered some years ago, Sir Harry Johnston declared that the black points of Haiti had been exaggerated, as the island had made great strides recently. The Haitians were certainly in love with military pomp and display, but too much had been made of their revolutions. The country districts of the islands were as safe for white people as any part of the West Indies. This he attributed to a large extent to American influence. He characterised the stories connected with Voudou worship as "exaggerated nonsense," and ridiculed the "bosh" talked about cannibalism. He added that in Santo Domingo the American Customs' officers had worked wonders, and that the state of the island had much improved since the United States had been invited to put finances in order.

The capital of **Santo Domingo** is the city of the same name (population 22,000) which is situated on the south coast.

The town contains many buildings and ruins of historical interest, most of them being associated with the family of Columbus. In the **Cathedral**, which was completed in 1540, the ornate tomb of Columbus is an object of interest. It contains what are believed to be the genuine bones of the great discoverer, which lie in a battered leaden casket roughly inscribed with his name and titles. They were found about forty years ago,



THE MASSIVE CITADEL HENRI IN HAITI
The last resting place of the negro King Henri Christophe.



while some repairs were being executed, in the spot indicated in the archives as the burial-place of Columbus and next to the vault from which the supposed bones of the discoverer were exhumed. Columbus died at Valladolid on May 20th, 1506, and was buried there. In 1542, however, his remains were exhumed and, in accordance with a wish which he had expressed before his death, they were taken to Santo Domingo and placed in a vault in the cathedral. In 1795, when the island was ceded to France, remains believed to be those of Columbus were removed to Havana, and in 1899, after the Spanish-American War, they were transferred to Seville and buried with great pomp in a stately tomb in the Cathedral there. It now appears to be generally believed that the remains in Spain are those of some other member of the Columbus family, and that the true bones of the great discoverer lie in the Cathedral of Santo Domingo.

Other towns of consequence are **Santiago** (population 12,000), **San Pedro de Macoris** (8,000), and **Puerto Plata** (8,000). The chief districts of cultivation are at present the "Cibao" district, which extends from Santiago to Sanchez and offers a suitable soil for the cultivation of cacao, coffee, and tobacco, and the sugar-lands along the south coast between Santo Domingo and La Romana.

The principal physical features which appeal to visitors are the salt Lake Enriquillo, whose surface is about 100 feet below sea-level, Monte Tina (over 10,000 feet high), the Constanza Valley, the Falls at Jarabacoa, and Samana Bay. Interesting Indian remains are to be found, especially near San Juan in the west and Higüey in the east.

CHAPTER XVI

BRITISH GUIANA AND BRITISH HONDURAS

"Damus petimusque vicissim."

British Guiana's Motto.

BRITISH GUIANA, which lies between latitudes 9° and 1° N. and longitudes 57° and 61° W. on the north-east coast of South America, to the south-east of the West Indian islands, has a total area of over 90,000 square miles, of which quite 99 per cent. are undeveloped. The colony has a coast-line of about 250 miles, and extends inland to a depth of nearly 600 miles. Of its population of 307,784 (3.4 to the square mile) nearly one-half consists of East Indian immigrants, who were introduced every year, with one exception, in varying numbers, under a system of indenture, from 1845 to 1916 when emigration was stopped by the Indian Government.

The inhabited portions of the colony are the alluvial flat which extends from mid-water mark to a distance of about ten miles inland and the banks of the rivers for some distance from the mouths. The front lands, or lands on the sea-board, are flat and low, and the sea is kept out at high tide and the land drained by an elaborate system of sea defences and canals established by the former Dutch owners. The soil, being alluvial, is naturally rich and fertile. The interior of the colony consists of swampy grass plains called savannahs, dense forests and bush, and ranges of mountains. The primitive forests are only occupied by a few Indians, with here and there a wood cutter's, a gold-digger's, or a diamond-washer's camp. A series of sand-hills, covered by tall forest trees, runs parallel with the sea coast beyond the savannahs, and it is supposed that these

hills were left by the receding sea in remote times. The highest of the mountains is Roraima (8,740 feet), on the boundary with Brazil on the west side of the colony. This great mountain, though precipitous near the summit, has been ascended on several occasions.

The colony has four great rivers, the Demerara, the Essequibo (with its principal tributaries the Mazaruni, Cuyuni, Potaro, and Rupununi), and the Berbice, which give their names to the three counties, and the Corentyne dividing British from Dutch Guiana. The Essequibo River, which drains more than half the area of the colony, is 600 miles long, and has an estuary 14 miles wide. The Demerara River is navigable for a distance of 80 miles, and the Berbice for 120 miles from their mouths; but, otherwise, the rivers are impeded above the tideway by numerous rapids, cataracts and falls, which render navigation of the upper reaches difficult. The principal waterfall is the Kaieteur on the Potaro River, which plunges over a tableland into a deep valley—a sheer drop of 740 feet. There is, too, a fine waterfall on the Kuribrong River and another on the Ireng River. Mention should also be made of the Pakatuk Falls, the Tumatumari cataract on the Potaro, and the Waraputa cataracts on the Essequibo. On the rocks at Waraputa may be seen some of the curious rock carvings called "timehri" by the Indians, the origin of which has never been discovered. The most notable of these "picture writings" is, however, on the "Timehri rock" on the Corentyne River.

INDUSTRIES. Sugar, and its allied products—rum, molasses, and "Molascuit," a cattle food composed of the interior cellulose fibre of the sugar-cane mixed with molasses—constitute by far the most important industry of British Guiana. Demerara sugar, which is manufactured in each of the three counties of the colony, enjoys a well-deserved reputation for flavour and wholesomeness. The coastal lands are admirably suited to the cultivation of rice, which has become an industry of increasing importance. Coffee and cotton were formerly produced in large quantities in British Guiana; but the cultivation of these crops languished after the abolition of slavery. On the extreme east coast of Demerara there is a considerable area under coco-nuts, and this form of cultivation is being extended.

In the interior, gold, diamonds, bauxite and kaolin have been discovered in commercial quantities. The gold-bearing areas are widely distributed. Mining has been carried on by the Essequibo River and its tributaries, the Puruni, Cuyuni, and Potaro; the Barima, Barama and Waini Rivers in the north-west district, and the Upper Demerara River. Most of the gold won has been recovered from alluvial working, and there has been no quartz milling since 1916. Dredging is being pursued successfully in the Potaro district.

The proved diamondiferous area extends from the Berbice to the Cuyuni river. The most important fields to-day are the Mazaruni, which extend from the Tiboku Falls to the Peima Falls and embrace all the tributaries of the Mazaruni river between those points.

Valuable and extensive deposits of bauxite in readily accessible situations have been discovered. The most extensive deposits at present known are situated in the Christianberg-Akyma district of the Demerara River.

Many kinds of timber are exported, including the valuable greenheart, mora, wallaba, crab-wood and red cedar, etc. British Guiana greenheart (*Nectandra Rodiaei*) has been largely used for the locks, etc., on the Manchester Ship Canal and more recently on the Panama Canal. Mora (*Dimorphandra mora*) is principally used for railway sleepers, while Wallaba (*Eperua* spp.) is exported for telephone poles and as fuel to the islands. The collection of balata from the tree known as *Mimusops globosa* forms an important industry. This gutta-percha-like substance is largely used for insulating purposes and in the manufacture of belting.

CLIMATE. The climate of British Guiana compares favourably with that of other tropical countries. The temperature is uniform, rarely rising above 92° Fahr. or falling below 75° Fahr. The mean annual temperature of Georgetown is 82° Fahr., and the average rainfall of the colony about 90 inches. On the high lands in the interior the climate is not unlike that of British East Africa. The long rainy season lasts from about the middle of April until August, and the short rainy season through December and January.

HISTORY. Guiana was one of the first countries oversea in which Englishmen attempted to settle. Its name is derived from an Indian word meaning "water," which was given to the region extending from the Orinoco to the Amazon. In 1498, when on his third voyage, Columbus, after sighting Trinidad, passed the mouth of the Orinoco. In the following year Amerigo Vespucci coasted along Guiana, and in 1500 Pinzon, after discovering the Amazon, passed along the whole coast of Guiana to the Orinoco. The Spaniards, however, never settled in the country on account of the hostility of the Indians, but other Europeans managed to secure the warmest friendship of the aborigines. In 1595 Sir Walter Raleigh visited the Guianas

BRITISH HISTORY

BY THE REV. J. H. BURNETT

REVISED BY THE AUTHOR

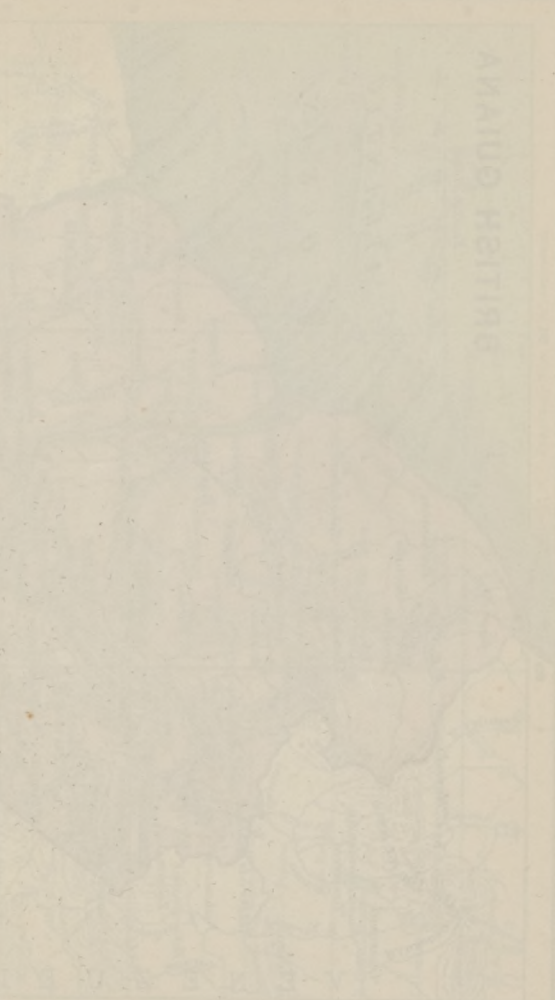
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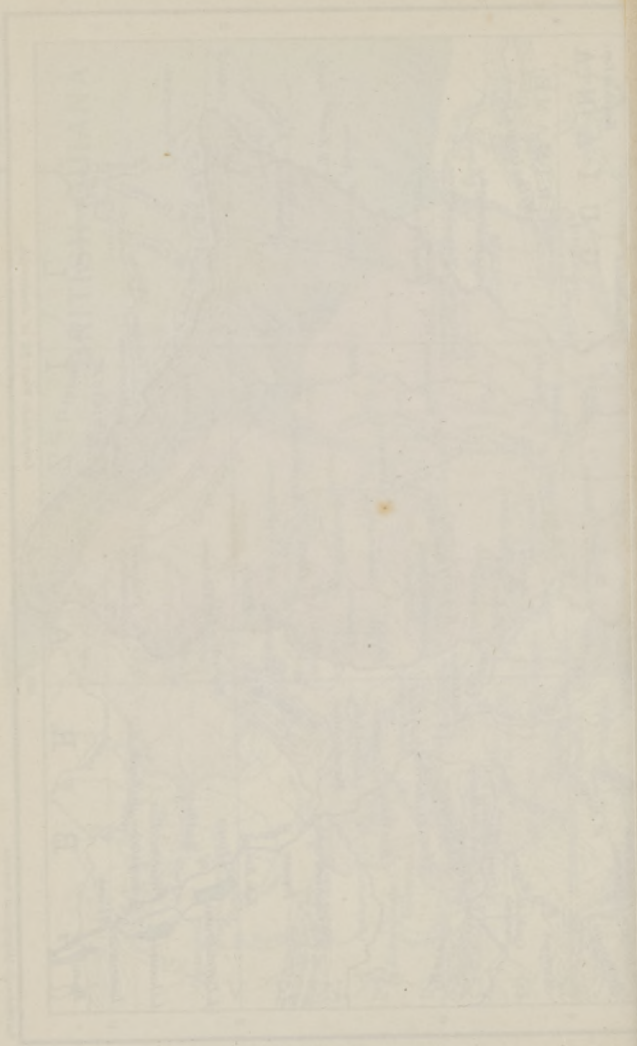
BY THE REV. J. H. BURNETT

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in search of "El Dorado," the mythical City of Gold, which had existed in the imagination of the Spaniards for nearly a century. The belief in the existence of this city was based on the tales of a Spanish soldier, who was set adrift by his companions when on an exploring expedition up the Orinoco. On finding his way back some months later, he told how he had been taken by the Indians to a great inland lake with golden sands, on which was a vast city roofed with gold. After exploring the Orinoco, Sir Walter Raleigh returned to England and published the "Discoverie of Guiana." On Tortuga Island in the Orinoco not far from Manoa, the spot where Sir Walter Raleigh's son was buried is pointed out.

After Raleigh's visit, Guiana was made known to Europeans, and English, French, and Dutch traders were often seen on the coast. The Spaniards tried to drive them away, and in a few cases destroyed their trading stations; but ultimately settlements were made, the earliest known in what is now British Guiana being a fort on a small island at the confluence of the Cuyuni and Mazaruni rivers, which they called "Kyk-over-al," or "Look over all," from its commanding situation. A settlement was also formed on Fort Island, near the mouth of the Essequibo, which became the seat of government of the colony of Essequibo—now one of the counties of British Guiana. The date of the foundation of the settlement at Kyk-over-al is uncertain, but it was probably about 1620. The settlement came into the possession of the Dutch West India Company, which was incorporated in 1621 and became by the terms of its charter supreme among all the Dutch possessions in America. In 1624 the colony of Berbice—now another county of British Guiana—was founded by Van Peere, a merchant of Flushing, under licence from the company. The central colony of Demerara was an offshoot from Essequibo, and was established in 1645.

In 1740 settlers from other nations, mainly English, began to arrive from the West India islands in considerable numbers, the Dutch were quite out-numbered, and Stabroek—now Georgetown—became a town of importance. The Dutch and English came to blows in 1780, and in the following year all three settlements capitulated to Great Britain. In 1782 the English were defeated by the French, and in 1783 the colonies were restored to the Dutch, who retained them until 1796, when they were captured by a British fleet from Barbados. They were again restored to the Dutch by the Treaty of Amiens in 1802, but in the next year they capitulated to the English, to whom they were finally ceded in 1814. In 1831 the three colonies were united under the name British Guiana, of which Essequibo, Demerara, and Berbice were declared to be counties in 1838.

CONSTITUTION. Since 1920, when the constitution was changed, British Guiana has had a Legislative Council and an Executive Council. The former consists of the Governor, two

ex-officio members, eight nominated official members, five nominated unofficial members and fourteen elected members. The Executive Council comprises the Governor, two ex-officio members, four nominated official members, three nominated unofficial members, and two elected members, all of whom are members of the Legislative Council.

ACCOMMODATION. Georgetown. *Park Hotel*, Main Street. Board and lodging: single room from \$4.50 (18s. 9d.); double room from \$8.00 (£1 13s. 4d.). *Hotel Tower*, Main Street. Board and lodging: single room from \$4.50 (18s. 9d.); double room, \$7.00 (£1 9s. 2d.). *Sea View* (not far from the Sea Wall). Board and lodging: single room from \$4.00 (16s. 8d.); double room from \$7.00 (£1 9s. 2d.). There are also hotels at **Sophia** and **Belfield** on the east coast of Demerara (within easy reach of Georgetown) and in **New Amsterdam**, at which the terms are moderate.

COMMUNICATIONS. British Guiana can be reached from England direct, and *via* Barbados and Trinidad in 16 days. It is on the route of passenger steamers from Canada and New York (*see* Appendix I). Most steamers which visit Georgetown regularly go alongside the wharves, or stellings as they are called, a great convenience to tourists.

Georgetown is on the route of passenger and mail **Air Transport** services of Pan-American Airways (Miami—various West Indian islands—British Guiana—Surinam) and various other South American ports including Pernambuco, Bahia, Rio de Janeiro and Buenos Aires (*see* Appendix II).

Motor-cars can be hired at many garages, whose names and addresses can be obtained at the hotels. Charges are reasonable. Carriages can also be hired.

Motor-buses have been substituted for electric trams in Georgetown, and there are several bus services between New Amsterdam and Skeldon (47 miles on the eastern boundary of the colony).

The British Guiana Government owns and operates through the Colonial Transport Department two **Railways** which it acquired from the Demerara Railway Company in 1922. These are:

1. **The East Coast—Berbice Railway**, running along the coast from Georgetown to Rosignol (60½ miles), which is connected by ferry steamer across the Berbice river with New Amsterdam.

2. **The West Coast Railway** from Vreed-en-hoop on the left bank of the Demerara River (connected with Georgetown by ferry steamer) to Parika on the right bank of the Essequibo River (18½ miles). Trains run in connection with steamers from and to Parika as follows:

(a) River and coastal steamers twice a week to Adventure on the left bank of the Essequibo River.

(b) River and coastal steamers four times a week to Aurora on the Arabian coast.

(c) Steamer three times a week to Bartica at the junction of the Essequibo and Mazaruni Rivers.

The first portion of the East Coast—Berbice Railway (20 miles from Georgetown) was opened in 1848, and has therefore the distinction of being the first railway built in British Guiana.

The fares are 5 cents ($2\frac{1}{2}d.$) a mile. First-class return tickets are issued at single fare and a half. Special arrangements for Saturday to Monday. The names of the stations and their distance from Georgetown are given in the following tables.

East Coast—Berbice Railway.	Distance from George- town.	West Coast Railway.	Distance from Vreed- en-Hoop.
STATIONS.	Miles.	STATIONS.	Miles.
Georgetown	—	Vreed-en-Hoop	—
Kitty	$1\frac{3}{4}$	Windsor Forest	5
Plaisance	$5\frac{1}{2}$	Blankenburg	$5\frac{3}{4}$
Beterverwagting	$7\frac{3}{4}$	Hague	$6\frac{3}{4}$
Buxton	$10\frac{1}{2}$	Leonora	$8\frac{3}{4}$
Nonpareil	—	Uitvlugt	—
Enmore	$13\frac{1}{4}$	Boeraserie	12
Golden Grove	—	Tuschen	$13\frac{1}{2}$
Belfield	$15\frac{1}{2}$	Greenwich Park	15
Clonbrook	$17\frac{1}{4}$	Parika	$18\frac{1}{2}$
Mahaica	$21\frac{1}{2}$		
De Kinderen	$26\frac{1}{4}$		
Mahaicony	$32\frac{1}{4}$		
Belladrum	$40\frac{1}{2}$		
Lichfield	$44\frac{1}{4}$		
Fort Wellington	51		
Rosignol (for New Amsterdam)	$60\frac{1}{2}$		

Ferry Steamers cross the following rivers at frequent intervals :

Demerara River. Georgetown to Vreed-en-hoop ($\frac{3}{4}$ mile).

Essequibo River. Parika to Leguan ($3\frac{1}{2}$ miles).

Berbice River. New Amsterdam to Rosignol and Blairmont ($1\frac{1}{2}$ miles).

Steamers visit many points of interest. The principal services are :

1. Georgetown to Adventure (Essequibo coast), 44 miles, calling *en route* at Leguan Island, Parika, Wakenaam Island, Aurora and Tiger Island.

2. Parika to Supenaam—Aurora (Essequibo coast), $16\frac{1}{2}$ miles, calling *en route* at Wakenaam Island.

3. Georgetown to Bartica (Essequibo river), 65 miles, calling *en route* at Leguan Island, Parika and Fort Island.

4. Georgetown to Pickersgill (Pomeroon River), 112 miles, calling *en route* at various agricultural settlements and at Charity, 20½ miles from the mouth of the river.

5. New Amsterdam to Paradise (Berbice River), 110 miles.

6. Georgetown to Morawhanna and Mabaruma (Barima and Aruka Rivers in the north-west district, 205 miles.

7. Georgetown to Wismar (Demerara river), 60 miles.

Motor-launches can be hired from Sprostons, Ltd., and the Demerara Bauxite Co. for about \$25.00 (£5 4s. 2d.) per day.

SPORTS. **Cricket, Lawn Tennis, Golf, Hockey and Football** are popular, the principal clubs being the Georgetown Cricket Club, with its ground at Bourda, the Demerara Golf Club, with links at Turkeyen (4½ miles from Georgetown). The Georgetown Golf Club has links near the Sea Wall. The Georgetown Football Club, and La Penitence and Vreed-en-Hoop Lawn tennis Clubs offer facilities for lawn tennis. For "wet bobs" there is the Demerara **Rowing** Club, with a boathouse at La Penitence, and the Ituni Rowing Club in Berbice. There are two **Race-courses** near Georgetown, one at Bel Air, the property of the Demerara Race Club, and the other on the site of the D'Urban Race Club, an institution founded by Governor Sir Benjamin D'Urban on September 28th, 1829. Berbice has also a very good race-course.

CLUB. The **Georgetown Club**, founded in 1858, is one of the best in this part of the world, and it is extremely hospitable to visitors introduced by members. Above it are the Assembly Rooms, which can be used either as a theatre or a ball-room.

SIGHTS. Ten miles from the coast of British Guiana, as you approach Georgetown, the capital, from the north, lies the Demerara lightship marking the bar formed by the Demerara river. This bar can only be crossed by passenger steamers at high water. Consequently if they miss one tide they have to wait for the next.

The front lands being below the level of the sea, the first view of the "Magnificent Province," as the colony has been called, is not inspiring. The monotony of a long and low coast-line fringed with courida and mangroves is only broken here and there by a tall chimney of a sugar factory. The sea is muddy, owing to the detritus brought down by the mighty rivers, and kept in suspension by the forces of the ocean currents.

At the mouth of the Demerara river and on the right bank (on which Georgetown lies) is the old Dutch **Fort William Frederick**, beneath a tall lighthouse, which affords a fine view of the city. Passing this, steamers

enter the river and are moored alongside one of the "stellings" or wharves.

Georgetown (population 59,624) was founded by the English in 1781, and named after King George III. Laid out by the French in the three following years, it was called Stabroek as a compliment to the Lord of Stabroek in Holland on the return of the Dutch in 1784, but reverted to its original name in 1812. Stabroek is now a district in the city.

To visitors, Georgetown is a revelation. It has been well called the "Garden City." Its streets are wide and clean, and many of its houses, a characteristic of which is the tall pillars on which they are built to keep out the damp, stand in gardens gay with hibiscus, bougainvillea and other flowering shrubs and plants amid luxuriant palm trees.

The streets are laid out on a rectangular plan, and a few are still intersected, as nearly all used to be until recent years, by open "canals," or freshwater trenches. In these flourishes the superb Victoria Regia lily which, discovered by Haenke in Brazil in 1801, was first found in British Guiana on Gluck Island in Essequibo by Sir Robert Schomburgk. These trenches are inhabited by whole colonies of frogs, whose whistling and croaking form an accompaniment to the barking of dogs, and crowing of cocks, which are features of the "still tropical night."

Georgetown is well lighted by electricity, and it has an efficient telephone service. It is supplied with fresh water by the Lamaha Canal, which is connected with the Lamaha, a branch of the Lama, a tributary of the Mahaica about 20 miles distant. The water is pumped from a reservoir at the Camp Street waterworks into the service pipes of the city. Artesian wells have been bored with success, and form an additional source of water supply.

Running parallel with the Demerara river for a distance of two miles behind the "stellings" is **Water Street**, the chief commercial thoroughfare of the city. In it and in Lombard Street are the principal stores or

shops. At the south end **Stabroek Market** (erected in 1882), a commodious iron structure with a floor area of 80,000 square feet, and a squat clock-tower, are conspicuous. In the early morning it presents a scene of great activity.

To the south-east of the Market are the **Public Buildings**, which date from the 'thirties of last century. Built of brick and stucco, they are surmounted by a dome and present a businesslike appearance. They contain the Government Offices and the Chamber of the Legislative Council.

Proceeding up Water Street one comes to the building of the **Royal Agricultural and Commercial Society** (founded in 1844 and incorporated in 1866). Here there is a bend in the street which runs on to Fort William Frederick.

The **Museum** of the Royal Agricultural Society is open free to visitors every day, and those who have not time to visit the interior of the colony may get some idea of what life in it is like from the Natural History collection and picture gallery of local views. A large proportion of the fauna of British Guiana can be studied as mounted specimens, and so also can Indian curios of every kind, relics of cannibal feasts, stone implements, specimens of rocks, including gold quartz and diamondiferous gravels, and in fact almost everything found, grown, or made in British Guiana. Adjoining the Museum is the **Reading Room**, to which a visitor may be introduced by a member of the Royal Agricultural and Commercial Society. Before leaving the building the visitor should ascend the signal tower, which surmounts it, to obtain a view of Georgetown.

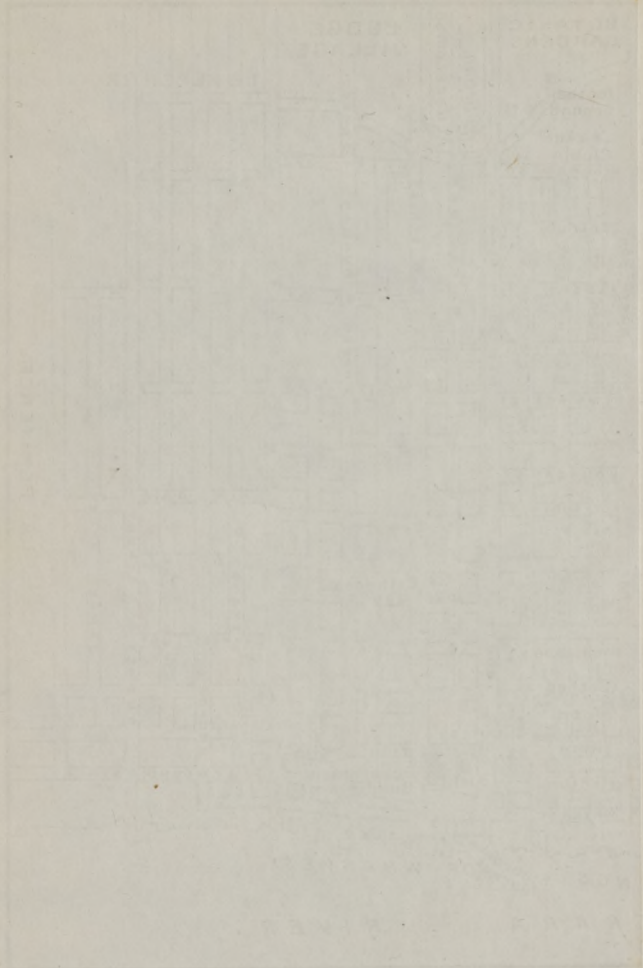
The **General Post Office**, in a building which was formerly the Tower Hotel at the corner of North and Hincks Streets, is open from 6 A.M. to 5.30 P.M. There are also several branch offices.

Farther to the east at the foot of Main Street is the hospitable **Georgetown Club**.

Beyond it again is **St. George's Cathedral**, a tall building, at the junction of Carmichael and North

KITTY VILLAGE

GEORGETOWN
BRITISH GUIANA



Streets. The first English church in Georgetown—then Stabroek—was built in 1809, and was known as the chapel of St. George. It was succeeded by a brick structure which became unsafe in 1877 and gave place to a temporary building called the Pro-Cathedral. The foundation-stone of the present building, which was designed by Sir A. Blomfield, was laid in 1889, and in 1892 Bishop Austin, Primate of the West Indies, celebrated his jubilee as a bishop and officiated in the Cathedral for the first time. A special feature of the fabric is its immense height, which is well calculated to show off to advantage the magnificent timber of the colony of which it is constructed. It contains many memorial tablets of interest and some fine stained-glass windows. Those in the baptistry were the gift of Bishop Swaby, later Bishop of Barbados and the Windward Islands, who succeeded Bishop Austin in the See. The marble font, also the gift of Bishop Swaby, representing an angel holding a shell, is similar in form to one in Inverness Cathedral and is very beautiful. The handsome wrought-iron chancel screen was the gift of Mrs. Woodgate Jones and the side screen was presented by the married ladies of the colony. The altar rails were the gift of Professor Austin of Salt Lake City. The electrolier in the chancel was given by Queen Victoria, the brass cross at the altar by the Church of Antigua, and the lectern by the Church of Barbados on the occasion of Bishop Austin's jubilee. The Gothic Shrine made of carved oak in the north-west transept was dedicated in 1930 to the memory of Bishop W. P. Austin, first Bishop of Guiana, and Primate of the West Indies, and his successor, as Bishop of Guiana, Bishop W. P. Swaby.

In High Street, which runs south from the Georgetown Club, the two most conspicuous buildings are the **Victoria Law Courts** and the **Town Hall**, a modern Gothic building designed by Father Ignatius Scoles, S.J., and erected in 1889. The Law Courts were designed by Baron Siccama, the great Dutch engineer, and opened on Queen Victoria's birthday, May 24th, 1887. In

front of them is a marble statue of that Queen erected in 1894 by the citizens to commemorate her Jubilee.

The **Roman Catholic Cathedral** of the Immaculate Conception, designed by the late C. Castellani and opened in 1871, was completely destroyed by fire on March 7th, 1913. It was a noble example of colonial architecture and cost \$140,000 to build. On its site a new cathedral, built of reinforced concrete, has now risen. Another Roman Catholic church of importance is that of the Sacred Heart in Main Street.

St. Andrew's Kirk, at the corner of High Street and Brickdam, with its high steeple and quaint double-angled roof, is historically interesting. Begun in 1811 as a *kerk* by the Dutch, it was opened as a kirk by the Presbyterians in 1818. The building still rests on the low wall of red bricks laid by the Hollanders. The roof is made of greenheart "black with age and as hard as a bone." There are several other churches belonging to Anglicans, Presbyterians, Wesleyans, and Congregationalists, besides other Christian denominations, two Roman Catholic convents, a Mohammedan mosque, and a Hindoo temple.

The **Ladies' Self-Help Association**, founded by Lady Egerton, wife of Sir Walter Egerton, Governor from 1912 to 1917, occupies premises in Regent Street, where curios may be purchased.

The **Promenade Gardens** are near the centre of the city, and form with an esplanade called the **Sea Wall** and the Botanic Gardens, the principal afternoon resort of the people. The Sea Wall, which extends from Fort William Frederick at the mouth of the Demerara river to beyond Kitty Village on the east coast, was begun in 1858 and took thirty-four years to complete. It was built mainly by convict labour with granite brought from the penal settlement on the Mazaruni river. The excellent band of the Georgetown Militia plays at these places and the Botanic Gardens in rotation, one day a week being devoted to each.

The **Botanic Gardens**, 150 acres in extent, are at Vlissengen, on the eastern side of the town. In the north

wall of the Lodge a clock was placed in 1909, with a brass tablet to perpetuate the memory of Mr. George Samuel Jenman, Government Botanist and Superintendent of the Gardens from 1879 to 1902, "to whose knowledge, skill, and work the colony is indebted for laying out of the Gardens and the formation of the herbarium." Here there is to be seen a large variety of palms, including the cabbage, the aeta, and the coconut palm, besides the fan-shaped traveller's tree (*Ravenala Madagascariensis*), so called because water is always to be found at the base of the leaf, and many other tropical trees of great beauty. Here, too, will be found the magnificent *Victoria Regia* water-lily (see page 375) in the ponds. Many of its leaves measure from 4 to 5 feet in diameter. Being turned up at the edge they closely resemble large green trays. These lilies and the Indian nelumbium are weeds in the colony; but these are by no means all, for there are red, white and blue nymphaeas in all their wealth of beauty. There are also nurseries and trial fields, covering an area of about forty acres, where experiments with many varieties of economic products, and especially with seedling canes are conducted. Formerly, new varieties of cane were only obtainable by chance variation. Now the minutely subdivided "arrow" or bloom of a full-sized cane is laid on the top of a rich soil in a wooden tray, the soil having been previously baked in order to kill all weeds, and the fertilised seeds germinated in the ordinary manner. When about an inch high the tiny grass-like shoots are transplanted into baskets and eventually bedded out in the experimental cane grounds adjoining. Throughout its whole career, each cane selected for further test is known by a number prefixed with a letter indicating the colony of origin—thus "D" stands for Demerara—so that when a variety turns out favourably its history can immediately be traced. In the garden lakes can be seen alligators and some specimens of the manatee or water cow.

Among the recognised sights of Georgetown is a noble avenue of cabbage palms along the front of Plantation

Houston. A delightful drive can be taken from Main Street through this avenue. By this route one can reach the **Chinese Quarter** in the Werk-en-Rust district of Georgetown, which is well worth a visit. Here many quaint Oriental ornaments may be purchased. The Chinese live quietly in the colony, and form excellent and useful colonists: many of them, too are good churchmen. The road passes in front of the East Indian settlements to the terminus at Peter's Hall, four miles out of the town. There is a shorter but scarcely less handsome avenue on the outskirts of the city near Queen's College at the end of **Brickdam**, a broad boulevard.

New Amsterdam (population 8,828), the capital of Berbice, is reached from Georgetown by rail to Rosignol in 3 hours, and thence by ferry-boat ($\frac{1}{2}$ hour) or by road and ferry. Numerous native villages are passed which were established by the negroes immediately after the abolition of slavery. In Demerara the largest are Buxton and Plaisance, each with over 3,000 inhabitants. New Amsterdam is on the right bank of the Berbice River, near the mouth of a tributary of the Canje creek. The town is very clean and is lighted by electricity, but has no such bustling appearance as Georgetown. Indeed, Anthony Trollope said that three people made a crowd in New Amsterdam, which resembles an old Dutch town rather than an English one, though the old Dutch capital of Berbice was Nassau, 100 miles up the river. The city has only two streets of importance, Main Street and the Strand. In the Promenade Gardens, which with the Esplanade are the most popular places of recreation, is a statue of Queen Victoria.

All Saints' Church (Anglican), which is conspicuous near the steamer stelling, was consecrated by Bishop Coleridge in 1839. It has a stained-glass window which was exhibited at the Great Exhibition in Hyde Park in 1851, and was presented by Queen Victoria. The handsome electrolier was subscribed for by members of the church in memory of Bishop Austin. To the left of the west door is a brass to the memory of Sir Henry

Katz Davson, Kt., successively the Deputy-Chairman (1898-1909) and Chairman (1909) of the West India Committee.

The Berbice **Race-course**, behind the town, is considered to be one of the finest in this part of the world. It was opened in 1909, and spring and autumn race meetings, at which horses from the islands as well as the colony compete, are held every year.

Permission to inspect one of the numerous **Sugar Factories** can be obtained without difficulty. One of the finest is that of Plantation Diamond, 8 miles from Georgetown. A description of the process of sugar manufacture is given on page 436.

Nowadays it is comparatively easy even for visitors spending only quite a short time in the colony to see something of the Bush and of the interior. A trip to one of the creeks of the Demerara river will fully repay the trouble. Few places in the world are so interesting, and if the stranger gets a sight of the native Indian under primitive conditions, he will feel that the so-called savage is one of nature's gentlemen. Reserved and quiet, he has gone on his way through the ages without trouble or worry, minding his own business and retiring before other races. There is no reason to be afraid of him, for he is the gentlest person in the country. Again, the tales of jaguars, snakes, and venomous creatures are all exaggerated. A sportsman or a naturalist would be fortunate indeed if he met with any of these. No doubt they are present, but they are only to be found in the bush and by those who know where to look for them.

The Government Transport Department's steamers (see page 373) afford opportunities for making many expeditions at a small cost. The islands of **Leguan**, and **Wakenaam**, and **Suddie** can be visited in one day. Suddie lies on the "Arabian coast" on the west side of the mouth of the Essequibo river, and is the centre from which Onderneeming, with its Government farm and Experiment station, the Ituribisce and Capoey Lakes, and the Pomeroon district can be reached. The steamer skirts various islands at the mouth of the Essequibo,

among them being Dauntless Island, which had a romantic origin. James Rodway, in his fascinating book, "In the Guiana Forest," gives the following account of it :

At the beginning of this century the charts of the mouth of the River Essequibo showed a bank of "hard sand, dry at low water," to the east of Leguan Island. This place continued as a sandbank for over sixty years—how long it had been in existence before is doubtful, but we may safely state that it could hardly have been less than a century altogether, and from all appearances it might remain in the same condition for as long again. About the year 1862, however, an estates' schooner, named the *Dauntless*, was wrecked on this Leguan Bank, partly broken up and embedded in the sand, where its presence was shown by a slight elevation, and one or two ribs sticking out above the surface. These jagged points arrested a few pieces of the tangle which came down the river, and on this were deposited some seed of the courida. Then began the work of building up an island which to-day is about two miles long by one broad, and is known on the chart as "Dauntless Island."

For the convenience of visitors by the Canadian and Harrison line steamers the Government Transport Department arranges two day trips to the interior at inclusive rates for parties of from 8 (\$50.00 a head) to 20 (\$40.00 a head). A party having been made up, a telegram should be sent to "Transport Demerara."

The usual itinerary is :

Saturday. Leave Georgetown at 10 A.M. Cross the Demerara river by ferry. Special train through sugar plantations and rice fields to Parika. Leave Parika by steamer at 11 A.M. Arrive at Fort Island at 12.30 P.M. Leave at 1.30 P.M. Arrive at Bartica at 5 P.M. Leave at 6 P.M. Arrive at the Penal Settlement at 6.30 P.M.

Sleeping accommodation is provided on board the steamer (four cabins, each with two berths), or in the Colony House (five double rooms).

Sunday. Leave the Penal Settlement by launch at 8 A.M. Visit Barra-Carra, Kyk-over-al, Marshall Falls and an Indian camp. Return to the steamer and leave at 1.30 P.M. Arrive at Parika at 4.30 P.M. and return to Georgetown, visiting *en route* Uitvlugt Sugar Factory.

Tumatumari Falls on the Potaro River though well worth visiting are not easy of access at present, Sprostons having suspended their light railway service from Wismar (65 miles up the Demerara river) to Rockstone (18 miles) on the Essequibo, whence they were reached.

The **Etaballi Falls**, below Rockstone on the Essequibo, are now also rather difficult to reach. A trip down such falls is an exciting experience.

A lively boat's crew of Bucks or aboriginal Indians and "Bovianders," as the cross between the old Dutch inhabitants and Buck is called, paddle one down. The captain stands on the poop steering with a paddle tied to the gunwale and exhorting his crew. With much chattering and singing of chanties and hymns, they propel the boat at a great pace. The boat's crew, stripping themselves to the skin and leaping into the water, haul the boat up the rapids when occasion requires.

The small steamers on their way up the Essequibo River to Bartica call at **Fort Island** the site of one of the earliest Dutch settlements (*see* page 371). Here the Council Chamber and the tomb of Storm Van Gravesande, and the massive masonry of the old Dutch Fort are pointed out.

Bartica, 45 miles from the mouth of the Essequibo and at its junction with the Mazaruni, sprang into existence during a gold boom, and was first known as Bartica Grove, from a grove of mango trees there. It is still the "jumping off" point for the diamond fields.

Beyond it to the north-west is the **Penal Settlement**, for prisoners undergoing long terms of imprisonment, on the fringe of the primeval forest.

From Bartica a motor-road, built with the help of a loan from the British Government in 1930, runs to Butukari, 54½ miles to the south on the Essequibo River. This enables travellers to the Potaro district to avoid the falls and rapids between Bartica and Rockstone.

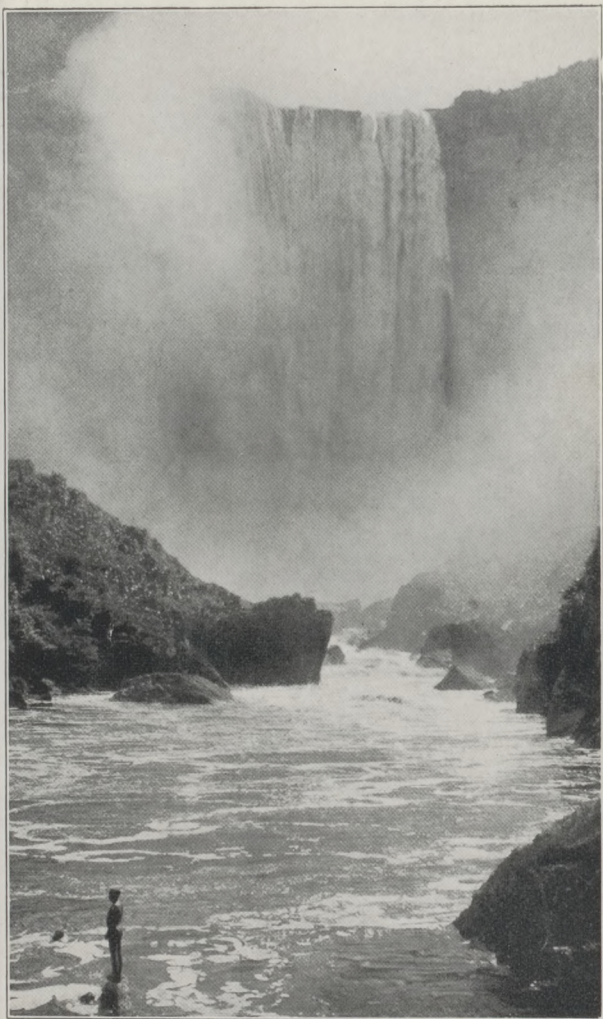
The **Marshall Falls** are the first of a series of rapids encountered by diamond miners and gold-seekers travelling up the Mazaruni, where boats have to be hauled over. **Barra-Carra** is a picturesque little waterfall.

At the confluence of the Cuyani and Mazaruni Rivers, a little to the south-west of the Penal Settlement, is the site of the old Dutch fort of Kyk-over-al, or "Look over all." Visitors to the British Empire Exhibition at

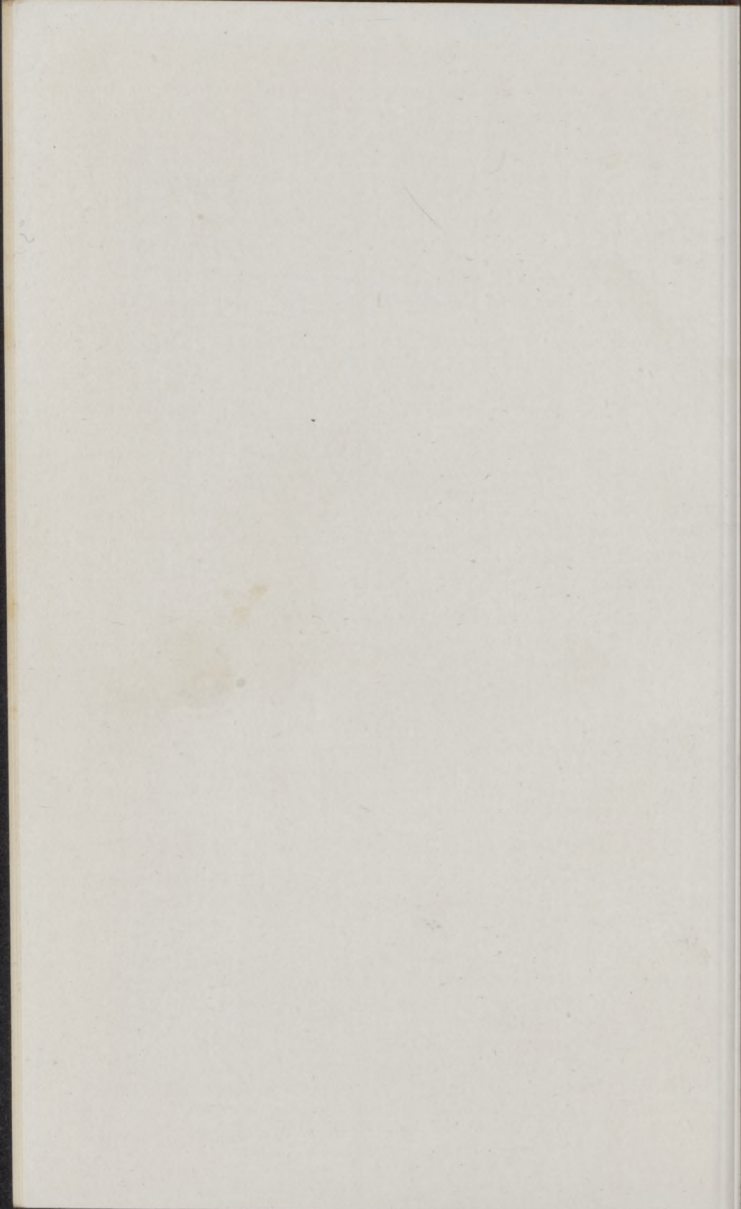
Wembley will recall that the conspicuous red-brick arch there was reproduced in the British Guiana Pavilion in 1924-1925. Kartabo, or Cartabu, Point near by, where bateaus, as the boats are called, are hauled over an immense *roche moutonné*, is the starting place for the old Peter's mine, reached by a bridge 200 feet over the Puruni river. Omai, 70 miles above Bartica, on the left bank of the Essequibo, is another important mining centre.

A four days' trip *via* the mouth of the Waini River and the Morawhanna passage to the Barima River and thence to **Mount Everard**, the starting-place by launch or boat for Koriabo (25 miles) and the Arakaka goldfields (106 miles), is recommended as affording a good opportunity of seeing the tropical forest in comfort. There are rest houses at Mount Everard and Arakaka. **Morawhanna**, formerly the chief Government station of what is called the North-West District, is situated 160 miles to the north-west of Georgetown. Gold was discovered in the neighbourhood in about 1889. Mount Everard was so named after Sir Everard im Thurn. The Government head-quarters in the district have been removed to Mabaruma in the hills of that name.

The **Kaieteur**, or Kaietuk Fall, on the upper branch of the Potaro River, a tributary of the Essequibo, was discovered by Mr. Barrington Brown, of the Geological Survey, on April 24th, 1870. The Potaro river here flows over a sandstone and conglomerate tableland into a deep valley below, with a total fall of 822 feet, or five times the height of Niagara. For the first 740 feet the water falls as a perpendicular column into a basin below, from which it continues its downward course over a sloping cataract 82 feet in height, and through the interstices of great blocks of rock, to the river below. The width varies from 350 feet in the dry season to 400 feet in the rainy season, and the depth similarly varies from a very few feet to 20 feet. Mr. (now Sir) Everard im Thurn, formerly Government Agent of the North-West District, thus describes the Fall, which he first visited in November, 1878 :



THE KAIETEUR FALL, BRITISH GUIANA
This waterfall is five times as high as Niagara.



It was at Amatuk, that is, on first entering the Kaieteur ravine, that we reached the most beautiful scenery of that beautiful river. If the whole valley of the Potaro is fairyland, then the Kaieteur ravine is the penetralia of fairyland. Here, owing to the moisture-collecting nature of the sandstone rock, the green of the plants would seem yet greener and more varied. Under the thick shades were countless streamlets trickling over little ledges of rock among pigmy forests of filmy ferns and mosses. The small feather-like tufts of these ferns, each formed of many half-transparent fronds of a dark cool-looking green colour, were exquisite. Larger ferns, with a crowd of aroids, orchids, and other plants, covered the rocks between these streams in new and marvellous luxuriance. Two curious forms of leafless white-stalked parasitic gentians (*voyria*), one yellow the other white, were especially noticeable. On either side rose the tall granite cliffs, which form the sides of the ravine; the sandstone rock, of which they are a part, extends in an unbroken piece from this to Roraima. The appearance of their perpendicular tree-crowned walls, broken here and there by gaps, recalls the pictures of that mountain. Far up on the faces of the cliffs were ledges, on which grew a few green plants. Some idea of the size of these cliffs may be drawn from the fact that the field-glasses showed these plants to be tall forest trees. . . . After two hours' climb through the forest, we came out on the savannah from which the Kaieteur falls. . . .

Crossing the savannah we soon reached the Kaieteur cliffs. Lying at full length on the ground, head over the edge of the cliff, I gazed down. Then, and only then, the splendid and, in the most solemn sense of the word, awful beauty of the Kaieteur burst upon me. Seven hundred and fifty feet below, encircled in black boulders, lay a great pool, into which the columns of white water, graceful as a ceaseless flight of innumerable rockets, thundered from by my side. Behind the Fall, through the thinnest parts of the veil of foam and mist, a great black cavern made the white of the water look yet more white.

Sir Everard im Thurn visited the Fall again in 1879. This second visit was at the end of a heavy rainy season, when the scene presented a much grander aspect. He thus describes it :

Crossing the savannah, and coming to the edge of the cliff over which the Potaro falls, we once more lay down, bodies along the top of the cliff, heads over its edge. It was a very different scene from the last time. Then it was beautiful and terrible; but now it was something which it is useless to try to describe. Then a narrow river, not a third of its present width, fell over a cliff in a column of white water, and was brought into startling prominence by the darkness of the great cave behind; and this column of water before it reached the small

black pool below had narrowed to a point. Now an indescribable, almost inconceivable, vast curtain of water—I can find no other phrase—some 400 feet in width, rolled over the top of the cliff, retaining its full width until it crashed into the boiling water of the pool which filled the whole space below and at the surface of this pool itself only the outer edge was visible, for the greater part was beaten and hurled up in a great high mass of surf and foam and spray.

The Indian legend which gives its name to the Kaieteur or "Old Man's" Fall is unromantic.

The old man who was said to have been pushed out in his corial or wood skin and sped to his doom over the Fall had, so the story goes, become an intolerable nuisance to his tribe on account of his age and the "chigoes" which his grandchildren were required to extract from his feet. The setting is worthy of the Passing of an Arthur or a Montezuma: the end of a great chief passing over the waters to his death. Then would the rocks below, which are said to be the corial and the canister of the old man, be worthy of regard. The face which can be detected at the side of the rock has features which should give it more romantic associations than the tale of the old Indian.—*Sir Edward Denham in "The Times."*

In recent years many people have visited the Kaieteur Fall. No regular service to it is yet maintained, but the following itinerary will give the visitor some idea of what can be arranged when communication between Wismar and Rockstone is available.

First day. Leave Georgetown by steamer at 8 A.M. and arrive Wismar about 4 P.M.

Leave Wismar by train about 5 P.M. and arrive Rockstone 6.15 P.M.

Second day. Leave Rockstone by launch at 6.30 A.M. and arrive Tumatumari Cataract between 5 and 8 P.M., according to the state of the river.

Third day. Leave Tumatumari by launch at 8 A.M. and arrive Potaro Landing 10 A.M.

Fourth day. Leave Kangaruma by boat at 5.30 A.M. and arrive Tukeit same afternoon.

Fifth day. Leave Tukeit at 7 A.M. and climb to top of Kaieteur by 9 A.M. Spend the day and sleep at top of Kaieteur.

Sixth day. Leave Kaieteur and proceed to Kangaruma.

Leave Potaro Landing and arrive Kangaruma at noon.

Seventh day. Leave Kangaruma at midday and arrive Tumatumari about 4 P.M.

Eighth day. Leave Tumatumari by launch at 7 A.M. and arrive Rockstone at about 4 P.M.

Ninth day. Leave Rockstone by train at 7 A.M. and arrive Wismar at 8.15 A.M.

Leave Wismar at 8.45 A.M. by steamer and arrive Georgetown about 4 P.M.

The cost of the expedition varies according to the number of passengers. For 2 passengers the cost is about \$425, and for 6 about \$650.

When funds are available the Bartica-Butukari road (*see* page 383) will probably be extended to the Kaieteur plateau, and in anticipation of the increase in the tourist traffic which will then occur the district surrounding the Fall has been proclaimed as the Kaieteur National Park.

Sir Everard im Thurn (*see* page 384) was the first to ascend **Roraima**, the remarkable mountain in the Pakaraima range on the western border of the colony, in December, 1889. Near it the boundaries of Guiana, Venezuela, and Brazil meet. Though few visitors care to face the exertion which an expedition to this mountain necessarily involves, the following description of his visit may be given as it has a fascinating interest :

The first impression was one of inability mentally to grasp such surroundings ; the next, that one was entering on some strange country of nightmares, for which an appropriate and wildly fantastic landscape had been formed, some dreadful and stormy day, when, in their mid-career, the broken and chaotic clouds had been stiffened in a single instant into stone. For all around were rocks and pinnacles of rocks of seemingly impossible, fantastic forms standing in apparently impossibly fantastic ways—nay, placed one on or next to the other in positions seeming to defy every law of gravity—rocks in groups, rocks standing singly, rocks in terraces, rocks as columns, rocks as walls and rocks as pyramids, rocks ridiculous at every point with countless apparent caricatures of umbrellas, tortoises, churches, cannons, and of innumerable other most incongruous and unexpected objects. And between the rocks were level spaces, never of great extent, of pure yellow sand, with streamlets and little waterfalls and pools and shallow lakelets of pure water, and in some places there were little marshes filled with low, scanty and bristling vegetation. And here and there, alike on level space and jutting from some crevice in the rock, were small shrubs in form like miniature trees, but all apparently of one species. Not a tree was there ; no animal life was visible ; nor, it even seemed, so intensely quiet and undisturbed did the place

look, ever had been there. Look where one would, on every side, it was the same, and climb what high rock one liked, in every direction, as far as one's eye could see was this same wildly extraordinary scenery.

During the early part of November, 1894, Mr. J. J. Quelch, Mr. F. V. McConnell, and Mr. C. A. Lloyd made the ascent to the summit by the same ledge on the south-west face of the mountain by which Sir Everard im Thurn ascended, and spent three days and two nights on the top of the plateau, which they again visited in 1898.

The first woman to ascend Roraima was Mrs. (now Lady) Clementi, who climbed to the summit on January 15th, 1916.

Within the compass of this Guide it is only possible briefly to outline the features of British Guiana which present themselves to the visitor making a short stay. To describe adequately the wonders of the hinterland of the "Magnificent Province" would require many pages. It must therefore suffice here to say that it is a country of boundless possibilities which only requires the attention of the capitalist to bring it into the front rank of our possessions overseas.

BRITISH HONDURAS

"Sub Umbra Floreo."

The Colony's Motto.

BRITISH HONDURAS, which lies in latitudes $18^{\circ} 29'$ and $15^{\circ} 54'$ N. and longitudes $89^{\circ} 15'$ and $87^{\circ} 50'$ W., on the east coast of Central America, has an area of 8,598 square miles, of which only a very small portion has as yet been developed. Along the coast-line, which extends for a distance of 180 miles from Yucatan to the Bay of Honduras, are a number of cays or coral islets. The largest of these is about 30 miles east of Belize. The country along the coast is mostly low-lying with numerous lagoons and a narrow strip of land along the seaboard, which is fringed with coco-nut palms. The rivers include the Hondo, forming the northern boundary

between the colony and Mexico, the New River, on which is the former military station of Orange Walk; the Belize, which flows from the Guatemala frontier and has at its mouth Belize, the capital of the colony; the Sibun, the Mullens River, the North Stann Creek, the South Stann Creek, the Monkey River, the Rio Grande, and the Sarstoon River, which separates British Honduras from Guatemala on the south. The general formation of the colony beyond the swampy coast lands is divided into (1) Cohune ridges, which take their name from the graceful palm *Attalea Cohune*, growing in profusion in their fertile soil, and comprise the lower tracts of the river; (2) Pine ridge, which includes the higher levels and takes its name from the Pine (*Pinus cubensis*) found in it; and (3) Broken ridge—often covered with dense jungle and intermediate between the Cohune and Pine ridges.

The principal islands, or cays, off the coast are Turneffe (a corruption of Terra Nova), St. George's Cay, English Cay, and Ambergris Cay. They are much resorted to for bathing and fishing, and there are several "week-end" residences on St. George's Cay.

INDUSTRIES. Mahogany cutting is the chief industry, and large quantities of logwood and hard woods of various kinds are also shipped. The gum of the Sapodilla tree, known as Chicle, is exported to the United States, where it is largely used for making chewing-gum. To the south of Belize bananas have been cultivated with success, though the industry is temporarily under a cloud owing to the prevalence of Panama disease. On the other hand rapid progress is being made with the cultivation of grape-fruit.

CLIMATE. The climate of British Honduras is sub-tropical in character, though the colony is within the tropics. The maximum shade temperature on the coast is 90° Fahr., and the minimum 62° Fahr. The average annual rainfall is about 100 inches. The dry season extends from the middle of February to the end of May, and the heaviest rainfalls occur in September, October and November.

HISTORY. The coast on which British Honduras stands was discovered in 1502 by Columbus on his fourth voyage. Its earliest settlers are said to have come from Jamaica in 1638, having been attracted by the mahogany and logwood. The islands off the Mosquito Coast had already been settled about

eight years before by a chartered company, of which the Earl of Carrick was chairman and John Pym treasurer. The Mosquito Indians lived on terms of friendship with the English, whom they helped to keep the Spaniards off, and in 1670 sought the protection of England. This was given them to the extent of the Governor of Jamaica exercising some supervision over the settlement, and in 1739 the native king signed a treaty giving up the country to England. A few years later forts were erected on the island of Ruatan, but they were dismantled in 1763, and although the King of Spain allowed the settlers to reside within a certain district they were treated with great severity.

The wood-cutters, or "Bay-men" as they were called, now had their head-quarters on St. George's Cay, and on September 10th, 1798, with the help of the crew of the British sloop *Mevlin*, they defeated a force of 2,000 men under General O'Neil, the Governor of Yucatan, in the memorable battle of St. George's Cay, the anniversary of which is still celebrated every year in the colony. In spite of this success the settlement was not officially recognised, and the inhabitants managed their own affairs. Their laws were resolutions passed at public meetings, which, after a visit of Admiral Sir William Burnaby, were codified and published as "Burnaby's Laws." Until 1786 the chief executive officer of the settlement was a magistrate elected annually. In that year a Superintendent was appointed by the Home Government in his place, and with the exception of the period from 1790 to 1797, when magistrates were again elected, Superintendents were regularly appointed until 1862, when the settlement was declared a colony and a Lieutenant-Governor subordinate to the Governor of Jamaica took their place. This official was succeeded in 1884 by a Governor and Commander-in-Chief, and British Honduras is now quite independent of Jamaica.

CONSTITUTION. British Honduras is a Crown Colony. It has an Executive Council consisting of the Governor and seven members, three of whom sit *ex officio*, the other four being nominated, and a Legislative Council comprising the Governor, three *ex-officio*, two other official and not fewer than seven unofficial members appointed by the Governor.

ACCOMMODATION. Belize. The *International Hotel*. Board and lodging, \$1.50 (6s. 3d.) per day and upwards.

COMMUNICATIONS. There is no direct passenger steamship communication between the mother country and British Honduras; but intending passengers can select any of the following routes:

(1) From Halifax (N.S.); by Canadian National Steamships *via* the Bahamas to Jamaica, and thence by a "shuttle" steamer of the same company.

(2) From New York; by rail to New Orleans, and thence to Belize by United Fruit Company's mail steamers (leaving New Orleans every Thursday). Time, about 15 days.

(3) From New York; by rail to Mobile and thence to Belize by United Fruit Company's tramp steamer. Fortnightly.

(4) From New York; to New Orleans by Southern Pacific S.S. Company, Ltd., and thence to Belize by United Fruit Company.

(5) From New York; United Fruit Company's steamers from New York to Belize (one passenger steamer each month).

(6) Liverpool to New Orleans by Leyland Line (time about 17 days), and thence to Belize by United Fruit Company.

(7) Bristol or Liverpool to Jamaica per Elders and Fyffes, Ltd.; to Belize by United Fruit Company or Canadian National Steamships.

Belize can also be reached by **Air**, being on the Miami—Cristobal route of Pan-American Airways.

Communication between Belize and Stann Creek, and Puerto Barrios, is maintained by a weekly steamer of the United Fruit Company; and between Belize, Corosal, and Orange Walk (New River) by sailing and motor-boats which connect with the United Fruit Company's mail steamers to and from New Orleans. On the Belize River **Motor-boats** ply between the capital and El Cayo several times a week, except in dry weather; and communication between Belize and all important places on the coast, cays, and various rivers is maintained by sloops and motor-boats.

A **Government Railway** runs inland from Stann Creek to Middlesex, a distance of 25 miles.

The roads are not at present suitable for wheeled traffic except in the immediate vicinity of towns, and between El Cayo and Benque Viejo.

There is a canal between Sibun Bight and Manatee which is suitable for light draft boats only.

Belize has a good local telephone service, and trunk lines connect the capital with Stann Creek, Punta Gorda, El Cayo, Benque Viejo, Corosal, and Orange Walk. A cable laid under the Rio Hondo connects British Honduras with Payo Obispo, Mexico, and a wireless station is established at Belize.

SPORTS. **Lawn tennis** is played on concrete courts of the polo and golf clubs, and there are also several private courts. **Cricket** is played from May to October, and there are several native cricket and **Football** clubs. The Belize **Golf Club**, which was established in 1900, has a 9-hole course, subscription \$1.26 (5s. 3d.) per month and \$10.00 (£2 1s. 8d.) entrance fee. **Polo** is played about three days a fortnight from October to March, by the members of the Belize Polo Club, founded in 1895 (subscription \$15.00 (£3 2s. 6d.) per annum and \$7.50 (£1 11s. 3d.) entrance fee), under Hurlingham rules modified to suit local conditions. **Fishing** is a pursuit which is not much followed, though tarpon, calipever, snapper, bass, mullet, grouper, king-fish, and barracouta are plentiful. The sheltered water between the mainland and the line of reefs about ten miles to windward is admirably suited to sailing.

SIGHTS. **Belize** (population 10,478), the capital and seat of government, is approached from the open sea by a tortuous channel through the numerous reefs and cays lying off the coast, prominent among which are Turneffe, St. George's Cay, English Cay, and Ambergris Cay. It has been unjustly said by the irreverent that the best view of Belize is obtained from the stern of a ship. The first appearance of the town with its white and red roofed houses rising from the sea is quite pleasing. A large yellowish building to the left must not be mistaken for a hotel, which it much resembles; it is St. John's College, a Roman Catholic institution conducted by American Jesuits, about a mile from the town. On a clear day the great mountains of the interior can be seen in the dim distance.

Belize straggles up both sides of one of the mouths of the river of the same name for a short distance. The left bank ends in a short sandy promontory, called Fort George, though all traces of the fort have been lost. Here a large area has been reclaimed from the sea and now forms one of the most desirable residential quarters of the town. In a small park stands an obelisk of red granite to the memory of men from the colony who fell in the Great War. It was unveiled by the Governor, Major Sir John Burdon, on Armistice Day, 1925. The offices of the United Fruit Company are situated on the promontory, and at the seaward end is the tomb of the late Baron Bliss, who died in 1926, and left the greater part of his fortune for the benefit of the colony.

Steamers lie in the roadstead and passengers land at Fort George, where the Customs offices and warehouses are now situated. Along the river fronts or, as it is called, the foreshore, are stores and private residences. A bridge connects two parts of the town, and the river below presents a busy scene with its numerous pitpans—the native boat—and motor-boats, which ply between the capital and El Cayo, 100 miles distant on the western frontier, where goods are transferred to mule-back for the Peten district of Guatamala, the cays, the rivers, and various points along the coast,

On the left some little way beyond the bridge are the new **Government Offices** on the site of an earlier building destroyed by fire in 1918. The walls of the Council Chamber are panelled for one-third of their height with native timbers—rosewood, walnut, and nargusta—and are furnished with handsome mahogany tables of local workmanship.

The principal thoroughfare is Regent Street, at the end of which are (left) the spacious **Government House** with a lawn running down to the sea, and (right) the old **Cathedral**, erected in 1810. Conspicuous alongside the tower is a large water vat, which serves as a reminder that the town is dependent on rain for its supply of drinking water. At the back of the town an ugly mangrove swamp has now been drained—an improvement that has added greatly to the amenities of Belize. The houses, many of which are roofed with iron as a protection against fire, are in some cases surrounded by small gardens with picturesque fruit and shade trees, among which the ubiquitous coco-nut palm predominates.

The rivers of the colony provide scenery of a varied character. In the lower reaches, tropical jungle of the richest kind is seen. Farther up, the country becomes hilly and the banks high and often rocky, and abounding with maidenhair and other ferns and vegetation. Mahogany camps can be inspected by permission of the firms engaged in cutting. These firms engage the services of an expert woodman—a “hunter” or “timber cruiser” as he is called—who locates and reports on suitable trees within easy reach of the rivers. A track is then cut through the forest to the tree selected, and the wood-cutters proceed with their work. After the tree has been lopped and cleaned, it is “trucked” or hauled by oxen or motor-tractors to the riverside by torchlight at night, out of consideration for the bullocks, which could hardly work during the heat of the day. The logs are then allowed to lie at the riverside until the rains bring sufficient water to enable them to be floated—or “driven,” as it is called—down to the mouth, where they are boomed or fastened together

by "dogs" until they are hauled out to be trimmed or squared ready for shipment.

St. George's Cay, a small island about 10 miles to the north-east of Belize, besides being exceedingly picturesque, is historically interesting as having been the scene of the memorable engagement in which the Spaniards were defeated by the British settlers in 1798 (see page 390). It was on this island that the first English settlement was made. Many of the residents in Belize now have houses on St. George's Cay to which they repair for week-ends or longer. Each house has a bathing kraal, and the fishing and sailing off the coasts are excellent.

Sergeant's Cay, Goff's Cay, English Cay, and Tobacco Cay, are a few of the numerous cays lying along the Coral reef about 10 miles to windward of the mainland which, though they provide very primitive accommodation, are occasionally resorted to by visitors who are satisfied with sea-bathing, fishing, and sailing.

Manatee, some 15 miles to the south of Belize is another holiday resort of rather a primitive character. Here there are extensive lagoons. At Ben Lomond, on the Northern Lagoon, there are stalactitic caves.

Still farther to the south is the agriculturally promising Stann Creek district. The town of **Stann Creek** is a well-to-do little place which acquired some importance through its connection with the pioneer railway of the colony. This line, which has a 3-foot gauge, starts from a pier in the sheltered waters of Commerce Bight to the south of the town, and runs inland for a distance of about 25 miles to a terminus in the middle of rich agricultural land at the foot of the mountains to the west. The railway was begun in 1907, and considerable areas of land alongside the line were at first successfully put under banana cultivation, but unfortunately the industry languished owing to the appearance of the dreaded Panama disease. Grape-fruit is now being successfully cultivated in the neighbourhood.

On the Rio Grande in the Stann Creek district some ancient pyramids faced with cut stone, filled with stone

and brick and standing on a stone-faced platform, are preserved as historic monuments. They have been identified as relics of the ancient Maya civilisation and are now the subject of investigation by experts of the British Museum. In the Cayo district, near Benque Viejo, there are some interesting ruins. Here there is a three-storied temple, the ground floor of which is still in a good state of preservation. Near it is a fine sculptured stele. An account of these ancient remains is given in the British Colonial Report, Miscellaneous [Cd 6428], published in 1921.

CHAPTER XVII

THE SPANISH MAIN AND SURINAM

The Historic Littoral of northern South America

THE Spanish Main is the north-east coast of South America between the delta of the Orinoco and the Isthmus of Panama. It received its name, which is often incorrectly applied to the sea washing its shores, in the old days of the buccaneers. Once a Spanish possession, the Spanish Main is now shared by the Republics of Venezuela, Colombia, and Panama.

The countries of the Main are, generally speaking, mountainous, with flat and sandy front lands. Next to the Orinoco, the chief river is the Magdalena, which empties itself by a wide delta to the west of Puerto Colombia or Savanilla. The principal ports are La Guaira, Puerto Cabello, Carupano, and Maracaibo in Venezuela ; Santa Marta, Puerto Colombia, and Cartagena in Colombia, and Colon in Panama (*see* page 421). Steamers usually call at one or more of these ports in the course of the voyage between Trinidad and Colon ; but passengers desirous of going ashore at any of them as well as at Colon are advised to make enquiries as to health conditions, since the Panama Canal authorities occasionally subject arrivals from Venezuelan and Colombian ports to rigid quarantine.

HISTORY. The Spanish Main was discovered by Columbus, who crossed over to what is now Venezuela, after setting foot on Trinidad for the first time, in 1498. Alonzo de Ojeda coasted along it in the following year and, having obtained a grant of the district from Cape Vela to the Gulf of Darien in 1508, founded the colony of Nueva Andalucia there. Some years later Diego de Nicuesa established the settlement of Castilla del Oro farther to the west, and in 1514 the two colonies were united under the

name of Tierra Firme. Meanwhile, Vasco Nuñez de Balboa, had in 1513, discovered the Pacific, an event which proved the beginning of a period of immense prosperity for the country. Gold and silver were transported across the Isthmus of Panama, and the Spanish galleons gathered in the harbours of Porto Bello and Cartagena, whence they carried the treasure of the New World to Cadiz. For years Spain monopolised the trade in spite of the constant raids by the buccaneers and pirates.

In 1564 the country was formed into a Spanish Presidency called New Granada, and in 1718 it was raised to the position of a Viceroyalty, only to be reduced to a Presidency again in the following year. The Viceroyalty was revived in 1740 and extended to include Venezuela, a Spanish settlement at the eastern end of the Main which was making rapid growth. The attacks against the supremacy of Spain now became more frequent. In 1572 Sir Francis Drake, who had been furnished with letters of marque by Queen Elizabeth, raided Nombre de Dios, a strongly fortified town of great wealth and consequence, and in 1585 he captured Cartagena and exacted a ransom of 110,000 ducats from the inhabitants. In 1679 the town was again raided by de Ponti, a Frenchman, assisted by the buccaneers, and in 1740 it was attacked unsuccessfully by Admiral Vernon, who in the previous year had justified his boast that he could capture Porto Bello with six ships only.

Towards the end of the eighteenth century, Spain's power began to wane, and in 1811 the struggle for independence began under the leadership of Simon Bolivar, the Liberator. In 1811 Venezuela declared her independence, and from that year until 1824 there was constant war between the colonies on the Main and their mother country. In 1819 Bolivar effected the union of Venezuela, Colombia and Ecuador under the title of the Republic of Colombia, whose independence was recognised in 1825. The yoke of Spain having thus been removed, a long series of civil wars and dissensions commenced. In 1829 Venezuela seceded from Colombia. Bolivar died in 1830, and in the year after his death the Republic of New Granada was founded. In 1843 the provinces of Cartagena, Veragua, and Panama withdrew from the federation, but they were brought back within twelve months. In 1861 the Republic of Colombia was re-established; but on November 3rd, 1903, Panama after a bloodless revolution gained its independence (*see* page 419).

ACCOMMODATION. **Barranquilla.** *Pension Inglesa*, Calle de San Blas. Table d'hôte lunch or dinner, 80 cents (3s. 4d.). **Caracas.** *Middleton Hotel* (bath or shower in every room). Board and lodging, 25 Bolivars (£1—\$4.80) per day. *Klindt Hotel*, *Palace Hotel*, *Savoy Hotel* and *Gran Hotel Caracas*, charges about the same. *Pension Domke* (German) is recommended. Visitors staying only a short time in Caracas are advised to patronise "*La Suisse*" and "*El Calvario*," two good restaurants in which the cuisines are really good. **Cartagena.** *Hotel*

Americano and *Hotel Washington* are both recommended. Board and Table d'hôte lunch or dinner, \$1.00 (4s. 2d.). **Puerto Cabello.** *Hotel de los Baños.* Meals at moderate prices. At **Puerto Colombia** there are no hotels or accommodation of any kind. **San José** (Costa Rica). The *Gran Hotel Costa Rica* erected in 1929 on the site of the *Hotel Francis*, which was destroyed by fire.

COMMUNICATIONS. The principal ports on the Spanish Main can be reached fortnightly from England and North America (see Appendix I). **Barranquilla** can be reached by railway from Savanilla or by railway and steamer from Santa Marta (see below). Carriages 88 cents (3s. 8d.) per hour for two persons and \$1.20 (5s.) for three. **Caracas.** Motor-cars can be hired for bs. 12 (9s. 6d. or \$2.28) per hour on weekdays and bs. 16 (12s. 8d.—\$3.04) per hour on Sundays. **Cartagena.** Steamers go alongside a wharf on Drake's Spit, from which the city is reached by a light railway. Fare 5 cents (2½d.). Carriages 80 cents (3s. 4d.) per hour for one or two persons, \$1.00 (4s. 2d.) for three, and \$1.20 (5s.) for four. The city is connected with Calamar on the Magdalena river (36 miles) by the Cartagena (Colombia) Railway. Fare, \$2.50 (10s. 5d.). **La Guaira.** Landing charge from steamers to the wharf 42 cents (1s. 9d.). The port is connected with Caracas, the capital of Venezuela, by the line of the La Guaira and Caracas Railway Company, Limited (23 miles), and by an excellent motor road. A list of stations, on the line and their height and distance from La Guaira is given below. The fares are: first-class single, \$12.50 (£2 12s. 1d.); return, \$18.00 (£3 15s. 0d.); second-class single, \$8.00 (£1 13s. 4d.); return, \$12.00 (£2 10s. 0d.).

STATIONS.	Miles	Height in feet	Time Taken
			Hours
La Guaira	—	6	—
Maiquetia	1.30	50	0.08
El Rincón	2.46	300	0.15
Curucuti	6.97	1078	0.40
Zig-Zag	9.89	1533	1.00
Boquerón. . . .	11.80	1955	1.10
Peña de Mora . . .	14.00	2295	1.27
Cantinas	18.00	2903	1.46
Caracas	23.00	2984	2.08

Puerto Colombia. The pier is owned by the Barranquilla Railway and Pier Company, Limited, whose lines goes to Barranquilla (17 miles; about 40 minutes each way).

Santa Marta is connected with the interior of Colombia by the Santa Marta Railway to Cienga Grande (24 miles), whence passengers and mails are conveyed by a small river steamboat every sixth day to Barranquilla. *Fare \$3.80 (15s. 10d.).*

Port Limon. A railway runs from Port Limon to San José and the Pacific coast. The stations on the line are as follows :

STATIONS	Miles	Height Feet	STATIONS	Miles	Height Feet
Limon	—	11	Peralta	54.2	1055
Moin Junction	3.5		Turrialba	62.5	2037
Zent Junction	20.4		Tucurrique	68.7	
Matina	21.9	55	Juan Viñas	73.8	3286
Madre di Dios	28.7		Santiago	78.1	3536
Indiana Junction	35.7		Paraiso	85.4	4392
Siquirres	36.7	196	Cartago	89.4	4760
La Junta	38.6	187	El Alto	92.2	5137
Florida	43.0		Tres Rios	96.0	4362
Las Lamas	45.2	87	San José	102.1	3868

SIGHTS. Some two hours after leaving Colon, steamers coasting along the Spanish Main pass **Porto Bello**, a former Spanish stronghold.

Porto Bello was peopled with the inhabitants of Nombre de Dios in 1584, when that city was virtually abandoned after having been repeatedly raided by the Indians. As the chief Atlantic entrepôt of the trade of Peru it attained a position of great wealth and affluence, and was very strongly fortified. Owing to the excessive cost of living at Porto Bello, the Spanish galleons used to lie in the harbour of Cartagena until the news reached them of the arrival of the treasure ships from Peru at Panama. Then they would drop down to Porto Bello to await the mules, which arrived in trains of about a hundred each, loaded with gold and silver. To receive this treasure a large tent made of sails was erected in the principal square by the sailors, and fairs, of what in those days was considered great magnificence, were held periodically. Porto Bello was sacked by Drake in 1572, by Morgan in 1668, and by John Spring in 1680. The place was also captured by Admiral Vernon (*see page 397*), who justified his boast that he could take it with

six ships, in 1739. His victory was followed by great rejoicings in England, which are recalled by the names Portobello road and junction, and by numerous public-houses dedicated to Admiral Vernon.

A large rock quarry at Porto Bello supplied the stone used for the Colon breakwater and in the construction of the locks and dam at Gatun on the Panama Canal.

About an hour and a half's steam beyond Porto Bello is the scarcely less famous **Nombre de Dios**. It was off Nombre de Dios that the remains of the redoubtable Drake were committed to the deep in 1595. The final expedition of the great Elizabethan seafarer proved unfortunate from the start. His kinsman and trusted friend, Sir John Hawkins, who accompanied him, died off Porto Rico. Nombre de Dios was found to be deserted, and an attempted march on Panama failed. Eventually Drake succumbed to an attack of dysentery on board his ship the *Defiance* off Porto Bello, on January 28th, 1595-6. Next day his body, enclosed in a leaden coffin, was consigned to the waters of the Caribbean. As an anonymous poem quoted by Prince in "Worthies of Devon" says :

The waves became his winding-sheet; the waters were his tomb;
But for his fame the ocean sea was not sufficient room.

Long before **Cartagena** itself is seen, an almost isolated hill which dominates it comes into sight. This is the historic Popa—so called from the resemblance of its shape to that of the poop (popa) of a ship—to which in the old days sailors made obeisance when they first "picked it up." As the steamer draws nearer, the buildings of the old Augustinian monastery, Nuestra Señora de la Popa, which are perched on the summit, can be distinguished.

Cartagena, which was founded by Pedro de Heredia in 1533, stands at the foot of this hill on a sandy peninsula connected with this continent by a narrow neck of land. From the distance the white houses of the city appear to rise out of the sea, just as the palaces and towers of

A PLAN of CARTAGENA.



THE SPANISH MAIN

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This Part of the Sea was formerly a Plain, on which the Inhabitants of Cartagena used to walk, but has been for some time overflowed, and the rolling of the Sea upon all this Coast, is an invincible Rampart to Cartagena, so that it is only approachable by the Lake.

CARTAGENA AT THE PERIOD OF VERNON'S ATTACK
 Reproduced from the "Gentleman's Magazine," 1740

Venice seem to do as one approaches the Italian city from Mestre across the lagoon. At first sight Cartagena looks as if it had been placed in a singularly exposed position ; but it must be remembered that in the days of its greatness there were no long-distance guns. Besides, nature has protected it by reefs and the formidable Salmedina sandbank, which has taken its full toll of shipping, and compels vessels on the western voyage to approach the city by a circuitous channel along and round the islands which help to form its secure harbour.

The harbour was once gained by two bocas or mouths, the Boca Grande (the Big Mouth), quite near the town, and the Boca Chica (the Narrow Mouth), many miles farther south ; but after an attack by Admiral Vernon in 1740 the Spaniards closed the Boca Grande by sinking old ships in the fairway. Round these, sand has collected, thus effectively blocking the entrance. Now, therefore, only the Boca Chica is available for navigation. As we enter the harbour by this narrow strait, scarcely a pistol shot across, we pass Fort San José on the right, and on the left the once formidable but now derelict Fort San Fernando on Tierra Bomba Island. After negotiating the entrance, the steamer makes her way for some six or seven miles along a tortuous passage past the mangrove covered shores of Tierra Bomba, and is warped alongside a wharf on the historic **Drake's Spit**. It was along this neck of land that Sir Francis Drake and his troops marched when they attacked Cartagena in 1585. At that time it was defended by a ditch and a stone wall with a single opening for the cavalry to pass through, which was protected with a barricade of wine butts standing one upon another. The road, too, was commanded by six pieces of ordnance, demi-culverins and sakers, and was flanked by two great galleons with their bows towards the shore mounting eleven guns. Under cover of the dark, the Englishmen crept silently along the seashore, and on reaching the wall they formed up with " pikes roundly together " and rushed the opening at daybreak. The butts were overthrown, and the Englishmen, favoured by having better armour and longer pikes,

drove back their adversaries to the market-place and captured the town.

Visitors are recommended to take the light railway which now runs along this spit of land to the terminus just outside the massive city walls. At the far side of the open space outside the main gateway is the terminus of the Cartagena (Colombia) Railway Company, Ltd., whose line runs to Calamar, a port on the Magdalena River (fare \$2.50). Cartagena itself was once called by the Indians Calamari, or the land of the crayfish, owing to the abundance of those crustaceans found there. Immediately opposite the gateway is a Plaza decorated with busts of the heroes of the revolution.

On entering the city the visitor finds himself in a town of old Spain set down in the tropics. All the houses—most of which are well and solidly built—have balconies while the lower windows are barred in the characteristic Spanish fashion, and all have their cool-looking patios. If he would avoid being importuned by small boys eager to act as his guide, the visitor is recommended to proceed immediately to **Hotel Americano**, where he can obtain advice as to how best to fill in the time at his disposal.

A feature of interest is the quaint memorial of the centenary of the liberation of the country, which consists of a tall shaft at the base of which are numerous cannons peeping from circular orifices in the concrete base.

The **Cable Office** is in the Plaza Cristobal Colon. The **Market** in the Paseo de la Independenza is open from 4 A.M. to 5 P.M. Among the churches which can be visited are the **Cathedral** and **San Pedro Claver**. Both are in a sad state of disrepair; but it is possible to gauge from the fabric how handsome these churches must have been.

The **House of Inquisition** near the principal square is now the residence of a merchant who courteously permits visitors to inspect it. Cartagena was one of the headquarters of the Inquisition in the New World, the others being at Lima and in Mexico. It is said that the cruel apparatus of torture is buried in the patio, where several tall and graceful palms now grow which it would be a

pity to displace. In one room an old and worn railing is pointed out, behind which the victims are said to have stood when they received their sentence; from there they were removed to a windowless chamber beyond, where the punishment known as auto-da-fé was inflicted.

The following drive is recommended: To the Fortress of San Felipe, to the summit of La Popa Hill, across the bridge to Manga Island, through Calle Central and Calle Royal, across the Roman Bridge, through Calle Aguada and Calle Larga, and to the Market and Independence Square.

A drive to the **Muralla de las Bovedas**, the substantially built wall beyond the city, reveals the elaborate nature of the fortifications which once defended it.

The summit of **La Popa** can now be reached by motor-car and makes an interesting excursion. At the foot of this remarkable hill is the Fortress of San Felipe. The drive can be continued to Manga Island. At the same time it should be mentioned that the view from the summit is, to quote Humboldt, "very extensive and varied, and the windings and rents of the coast give it a peculiar character." "I was assured," he adds, "that some times from the window of the convent, and even in the open sea, before the Fort of Boca Chica, the snowy tops of the Sierra Nevada de Santa Marta are discernible." The writer can testify that Humboldt was well informed as far as the view of the Sierra Nevada from the open sea is concerned, for he has seen it himself, and will not easily forget the surprise which this noble range of snow mountains with their mighty glaciers caused to him and his fellow passengers on a voyage along the Spanish Main a few years ago. Horqueta, the highest peak, is 17,600 feet. Still dealing with the Popa, Humboldt in his personal Narrative of Travels writes:

A gloomy vegetation of cactus, *Jatropha gossypifolia*, croton and mimosa, covers the barren declivity of Cerro de la Popa. In herbalising in those wild spots, our guides showed us a thick bush of *Acacia cornigera*, which had become celebrated by a deplorable event. Of all the species of mimosa the acacia is that which is armed with the sharpest thorns: they are

sometimes two inches long; and being hollow, serve for the habitation of ants of an extraordinary size. A woman, annoyed by the jealousy and well-founded reproaches of her husband, conceived a project of the most barbarous vengeance. With the assistance of her lover she bound her husband with cords, and threw him, at night, into a bush of *Mimosa cornigera*. The more violently he struggled, the more the sharp woody thorns of the tree tore his skin. His cries were heard by persons who were passing, and he was found after several hours of suffering, covered with blood and dreadfully stung by ants.

About 120 miles to the east of Cartagena across the mouth of a great bay is **Santa Marta**. Founded by Rodrigo Bastidas about the year 1520, Santa Marta was sacked by the pirate Robert Baal in 1543, and again in 1555 by the French buccaneer Pedro Brasques. In 1576 it was burned to the ground by Coropomeina, chief of the Turpes Indians of Valledupar, Sir Francis Drake captured it in 1596, and in 1629 the Dutch freebooter Pater landed and carried off the artillery of the Castle of San Juan, and the treasure of the church. In 1655 the city was again sacked by William Ganson, and finally it was looted by buccaneers, an Englishman and a Frenchman, who carried off the Bishop and landed him on the coast of Panama. Charles Kingsley refers to this incident in "Westward Ho!" in which he describes with surprising accuracy—considering that he never saw it—the beautiful bay of Santa Marta, and the exciting episode of the capture of the rich galleon "Santa Maria," and the carrying off of the Bishop by Amyas Leigh and his companions.

Santa Marta is now an important centre of the banana industry. The town stands on the shore of a small land-locked bay, at the entrance to which there is a high conical rock called the Morro, surmounted by some ancient fortifications and a light-house. It has an ancient cathedral, and an object of pilgrimage in the neighbourhood is the Hacienda where Simon Bolivar, the Liberator (*see* page 397) died on December 17th, 1830, which is now preserved as an historic monument by the Government of Colombia. Santa Marta has a pretty park and a promenade along the beach where

rank and fashion congregate in the evenings. The offices of the United Fruit Company stand on what are believed to be the foundations of the first Christian Church to be erected in America. Pleasant excursions can be made by rail to banana plantations by arrangement with the United Fruit Company and notably to Rio Frio, an old mansion standing in a magnificent grove of royal palms. Coffee plantations in the mountains can also be visited.

Puerto Colombia or **Savanilla**, a seven hours' steam to the east of Cartagena, which lies at the head of a large bay, has little to commend it to visitors. It is simply a collection of squalid huts and shanties huddled together on a sandy shore. The only feature of interest is the great steel railway pier of the Barranquilla Railway and Pier Company, Limited, which is no less than 4,000 feet long, and can accommodate five large steamers at the same time.

Trains run along this pier to **Barranquilla**, a distance of 17 miles, at fairly frequent intervals. The expedition to this city would be well worth making if it were only to avoid the tedium of lying for any length of time off such a desolate spot as Savanilla—though for fishermen the pier has its charms; but the visitor who does not wish to be marooned should make full enquiries of the purser as to the time available, etc. The journey takes about forty minutes. Various villages are passed *en route*; but the country is, generally speaking, flat and uninteresting.

Barranquilla is a busy city of some 70,000 inhabitants, on the left bank of the Magdalena River, from the mouth of which it is distant about seven miles. It owes its importance to the fact that in consequence of the difficulty of navigating the delta of the Magdalena it is the northern terminus of river traffic with the interior of Colombia. It now boasts two flour mills, three weaving factories, a brewery, a cotton factory, and an ice factory. In the population there is a large proportion of white inhabitants. They are descended from the old Spanish colonists, who brought the manners

and customs of their country with them. Their costumes, their quaint old houses with their balconies, patios, and brightly painted window shutters, vividly recall sunny Spain. The city has a handsome cathedral, in front of which is a small but attractive garden square. In the principal thoroughfare there is a statue of Columbus, to whom Colombia owes its name. A visit should be paid to the market and the wharves on the river-side, between which and the upper reaches of the Magdalena stern-wheel steamers like those on the Mississippi ply.

Steamers on the regular run between Cristobal and Trinidad do not enter the Gulf of Maracaibo. The city of **Maracaibo**, on the western side of the vast lake of the same name, which covers an area of 8,000 square miles, immediately to the south of the still larger gulf, can, however, be reached from Curaçao in about 30 hours by steamers of the Red "D" and Dutch lines. It is an ancient city, for long the centre of the activities of Western Venezuela. Recent developments in connection with the oilfields have given a great impetus to its prosperity. It is well paved and surrounded by prosperous suburbs. The foreign community is largely American, and though the district suffers from long droughts, the amenities of life in it are improving rapidly. From Maracaibo it is possible to visit the oilfields, which are situated for the most part on the eastern side of the lake. Hundreds of derricks may be seen, some in the lake itself and some on the shore. In their immediate neighbourhood, notably at San Lorenzo, there are native villages built on piles in the shallow water, exactly like the old lake villages of Switzerland which are still the objects of study for historians and ethnologists, though only models in museums remain to perpetuate their memory.

Off the coast of Venezuela, to which it belongs, lies the island of **Margarita**, once famed for its pearl fisheries. This island, of which the capital is **Pampatar**, was granted to Marceto Villalobas by Charles V of Spain in 1524. Its merchants and sailors took a

prominent part in the War of Independence, and it now belongs to Venezuela, forming with the neighbouring islets of Tortuga, Cubagua, and Coche, a division of the Eastern Federal District. The area of the island, which is mountainous and almost divided into two parts by the Laguna Grande, is 400 square miles, and though the soil is fertile the only industries are fishing and salt making. Pampatar was raided by the Dutch in 1662.

Puerto Cabello (population 14,000), a port of entry of Venezuela, lies at the head of a great bay protected by forts on the hill-side. The place affords a marked contrast to Puerto Colombia, having ample wharf accommodation. The railway, which is connected with the wharves, runs to Valencia ($2\frac{1}{2}$ hours), where connection is made with the railway to Caracas. The appearance of the city from the sea is quite picturesque, a notable feature being the oriental-looking hotel and bathing establishment, and neat little plaza with its tall palm trees. The sights of the place are not many. They include, of course, a monument to commemorate the liberation from Spain, a theatre, and an ancient fortress on a hill. Enjoyable motor-car drives can be taken to **Saint Esteban**, a pleasure resort (4 miles); to **Trincheras**, a thermal station on the Caracas road (35 miles); and **Valencia**, the former capital of Venezuela. Passengers by French and Dutch lines can leave their ship at Puerto Cabello and drive right across the Sierra Nevada to La Guaira and rejoin her there. The scenery is truly majestic and the drive in the mountain air extremely invigorating.

La Guaira, the chief port of Caracas, the capital of Venezuela, stands in a romantic position on a deep indentation of the coast and at the foot of precipitous mountains. The harbour, which is formed by a concrete breakwater, encloses an area of about 76 acres. The town, which was founded in 1588, was destroyed by earthquake on March 26th, 1812, and was the scene of much fighting during the War of Independence.

Though Caracas, the capital of Venezuela, is only $6\frac{1}{2}$ miles south of La Guaira, the distance by electric

railway, which ascends by many zigzags, is 23 miles. It can now also be reached by an excellent motor-road (1 hour 15 min.) which rises to a height of 4,000 feet and then descends abruptly to the capital. The city stands at the western extremity of an elevated valley at a height of from 2,887 to 3,442 feet above the sea-level.

Caracas was founded in 1567 by Diego de Losada, as Santiago de Leon de Caracas. Like La Guaira it was destroyed by earthquake in 1812, and it is now a handsome city with many public squares and gardens bright with tropical palms and flowers. The principal square is the **Plaza de Bolivar**, in the centre of which there is a bronze equestrian statue of Simon Bolivar, the Liberator, who was born in Caracas. Round the square are grouped the **Cathedral** and Archbishop's Palace, the **National Library**, and **General Post Office**.

The public buildings which may be visited include the **Palacio Federal**, the **Concejo Municipal**, the **Fine Arts Academy**—which has a fair collection of pictures—the **Panteon Nacional**, and the **Museo Boliviano**. Particulars regarding the hours of opening, etc., can be obtained at the hotels. Caracas has three theatres: the **Opera House**, the **Nacional**, and the **Caracas**, and there is a **Bull Ring** where bull-fighting can be witnessed on Sundays (admission from bs. 2 [1s. 7d.]).

Carupano (population 9 250) is situated on the coast at the opening of two valleys in the Venezuelan State of Bermudez. It is a Venezuelan port of shipment for cacao, coffee, sugar, rum, and timber, much of which is transhipped at Port of Spain, Trinidad.

Port Limon, though not strictly speaking on the Main, may be perhaps conveniently dealt with in this chapter. It is the Atlantic seaport of Costa Rica, Central America.

Beyond its Parque, or Park, with its avenues of magnificent wild fig trees (*higuerones*), anchored by curious aerial roots, its market and its public institutions, Port Limon offers few attractions to visitors. The picturesque cay off the shore is called La Uvita, or the Grape Island.

Whilst steamers are taking on board their cargo of coffee and bananas (which are carried from the wharf to the hold by ingenious conveyors worked by motors supplied with steam from the ships' boilers) there is usually ample time to permit of visitors proceeding by train to San José, the capital of Costa Rica (103 miles) and back, a mountain excursion of rare charm and interest which should on no account be missed. The station of the Ferrocarril de Costa Rica is at the short end of the pier, but special trains, which can be engaged by wireless at twenty-four hours' notice for parties of fifty persons or more, start from alongside the steamer. It is advisable to take food for the journey and also warm wraps.

The line, which was built by an American, the late Minor C. Keith, between 1884 and 1900, is now leased to the Northern Railway Company and by them to the United Fruit Company, who use it for transporting bananas and coffee to the coast. In 1880 only 360 bunches of bananas were exported; but after the opening of the railway the quantity increased rapidly until it reached ten to twelve million bunches annually. Recently, however, it has declined to from seven to eight million owing to the "Panama" disease. The plantations are owned by the United Fruit Company and private individuals. The labourers are mostly West Indians, Jamaicans predominating and their characteristic huts abound. Now, instead of bananas many flourishing young cacao plantations first strike the eye.

After passing **Zent** junction, the line crosses in succession the Matina and the Pacuare and at **La Junta** (the Junction), the Rio Reventazon. Crossing to the left bank of that brawling river, on the rocks of which cormorants may be seen watching for their prey, the railway winds its way up the mountain-side, now almost level with the river, now high above it, through scenery of sublime grandeur. On entering the mountainous region one is reminded of the Highlands; but the illusion is broken when one looks more closely at the tropical vegetation and foliage. Tall Roseau or wild

canes and balisiers abound. From giant forest trees hang festoons of Spanish moss (*Tillandsia usneoides*), from the branches queer birds' nests. Here, there and everywhere are great clearings devoted to the cultivation of bananas set out like the multitudes *πρασιαί πρασιαί*—in orderly rows.

Negroes now begin to give place to Costa Ricans, the descendants of the Spanish settlers, who gather at their doors to watch the train go by. At **Turrialba** we are 2,037 feet up, and there is a distinct nip in the air. Ten miles farther on the train ascends the narrowing canyon of the Reventazon. **Cartago** is the next stopping place of importance. Founded in 1563 by the Spaniards, this town was destroyed in 1821 and again on May 4th, 1910, by earthquake, and now consists mainly of one-storied houses. It is dominated by the majestic volcano of Irazu (11,000 feet) the excursion to the crater of which takes a full day. Just under three miles farther on the train stops at **El Alto** (5,137 feet), the summit of the pass where the countryside resembles the Sussex downs rather than a tropical divide, and then descends some 1,200 feet to San José.

San José, on the Pacific slope, is a modern city of 50,000 inhabitants, who are justly proud of their National Theatre, which they consider rivals the Paris Opera, and their numerous parks. Built on the rectangular plan, it is traversed by Calles from north to south and by Avenidas from east to west. With electric trams, light, and telephones, it is in every sense a modern city, though few of its houses exceed two stories in height—a necessary precaution against earthquakes. Near the railway station is the National Park with a monument to commemorate the campaign against the filibusters from the United States under Walker, of 1856-1857, and in the centre of the town the Central Park (with an immense bougainvillea), on the east side of which is the Cathedral. Other churches of note are those of "La Soledad" and "La Merced." The shops are numerous and are well-stocked with all the latest novelties of dress or fashion from Europe.

The local Rockefeller Institute is worth a visit by those interested in preventive medicine, and the Market should on no account be missed. Here one may see exposed for sale many interesting fruits and vegetables besides curious cutlasses in leather sheaths and quaint saddlery typical of the country.

The picturesque and gaudily painted ox carts with their creaking wheels will be noted. Fortunately, they are not permitted to enter the town before 5 A.M., for otherwise they would disturb the slumbers of light sleepers. A story is told of an Englishman who manufactured and offered for sale many of these ox carts. They were painted in elaborate style and appeared perfect in every respect, their wheels at first being so well made that they never creaked or groaned in the least. But this proved their undoing. The Costa Rican preferred a wheel which bumped and groaned because it was "company" for him at night on the lonely country tracks. So the axles were altered and the wheels made to creak and groan. Then, and not till then, the carts were sold.

The Sabana or Savannah, a large open space on the outskirts of the town, between two ranges of the Cordilleras, can be reached by tram or carriage. Here there is a small lake for boating and golf links, while in one corner a coffee factory can be inspected if arrangements have not been made to visit the larger beneficio of La Gloria on the return journey to Port Limon.

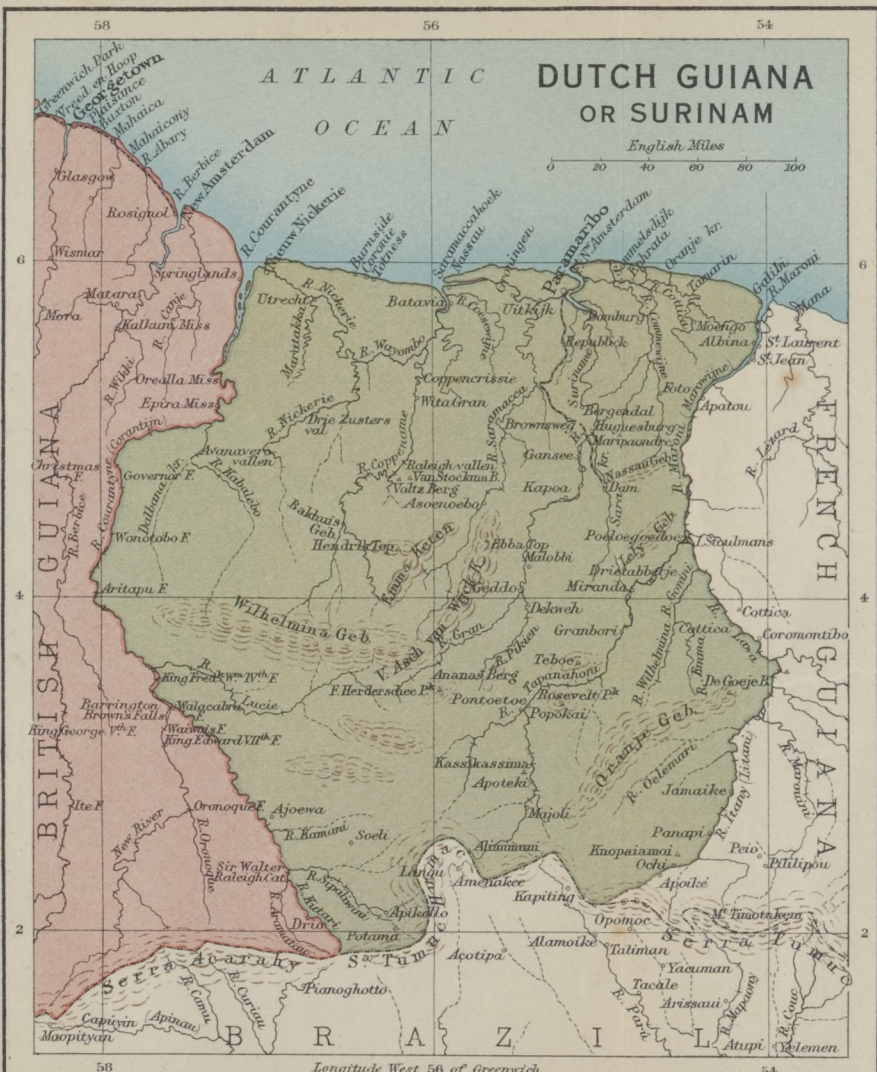
SURINAM

SURINAM, or Dutch Guiana, on the north coast of South America between latitudes 2° and $6'$ N. and longitudes $53^{\circ} 50'$ and $58^{\circ} 20'$ E., has an area of 54,291 square miles and a population of approximately 146,000. It is bounded on the north by the River Marowijne, which separates it from French Guiana, on the west by the River Corentyne, which divides it from British Guiana, and on the south by dense forests.

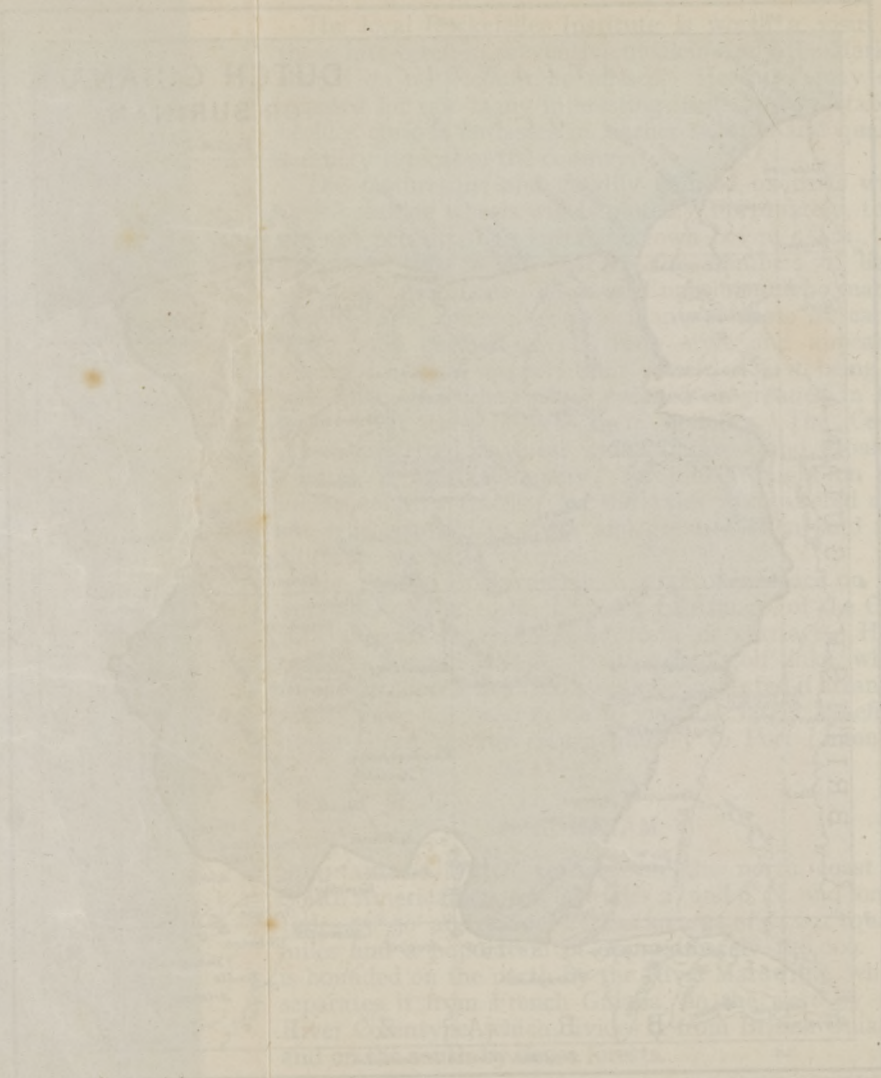
ATLANTIC OCEAN DUTCH GUIANA OR SURINAM

English Miles

0 20 40 60 80 100



EDWARD H. CHASE
1880



8
15
0
3
1
6
5
1
1
6
2
3
1
1

INDUSTRIES. The principal agricultural industries are sugar and rice. Liberian coffee and cacao are also cultivated. Gold is recovered in the interior and the forests yield balata among other products.

CLIMATE. From December to March the average temperature is 80° F. The nights are cool, and health conditions favourable.

HISTORY. The first attempt at the settlement of Surinam was made in 1630 by Captain Marshall, an Englishman. In 1644 some Dutch and Portuguese Jews from Brazil introduced sugar cultivation, but it was not until 1650 that a permanent settlement of the country was effected by Lord Willoughby of Parham. In 1667 the colony capitulated to the Dutch, and by the Peace of Breda in 1667 it was ceded to the Netherlands in exchange for New Amsterdam, now New York, which became a British possession. Thereafter Surinam was twice in the possession of England, from 1799 to 1802, and from 1804 to 1816, when it was finally handed back to the Dutch.

CONSTITUTION. The Government of Surinam is administered by a Governor and an Advisory Council, all the members of which are nominated by the Queen of the Netherlands. The legislative body is called the Colonial States, whose members sit for six years.

COMMUNICATIONS. Surinam can be reached from England or America without change of steamer. (See Appendix I.) It is also on the air transport routes between Florida and South America *via* the West Indies (see Appendix II).

Steamers bound for Paramaribo, the capital of Dutch Guiana, enter the Surinam River, which is about two miles wide at its mouth. At a distance of eight or nine miles from the sea, the Surinam and Commewyne Rivers meet, the former from the south, the latter from the east. On the point dividing them is the old Fort New Amsterdam, erected in 1734 for the defence of the colony from the French. Ascending the Surinam River for seven or eight miles farther, past cacao and coffee plantations on either side, steamers reach Paramaribo on the left bank. On the river side is Fort Zeelandia, adjoining Het Park, a popular club alongside Het Plein, the public park, to the north of which stands Government House in attractive gardens.

When the true founder of town and colony alike, Cornelius van Aerssen, Lord of Sommelsdyk and the fifth Governor of Dutch Guiana, landed on these shores in 1683, Paramaribo—so he wrote—consisted of only “twenty-seven dwellings, more than half of which were grog-shops,” and close to it the Fort

of Zeelandia, so named after its builders, the intrepid Zeelanders, who had already repelled more than one Indian or English assault from its walls. But under the vigorous administration of Sommelsdyk the rapidly rising prosperity of the colony was reflected in the town itself, that henceforth grew and prospered year by year.—*W. Gifford Palgrave.*

Beyond Fort Zeelandia is the Embankment known as the Waterkant with many pleasant dwelling-houses, its symmetry only broken in places by the mail wharf, the Custom House and the Police Station, until the wharf and warehouses of the Royal Netherlands Steamship Company are reached.

Paramaribo, which was an Indian village before it was selected as a site of a French settlement by some emigrants from France in 1540, was made the capital of the Colony of Surinam by Lord Willoughby of Parham in 1650, a dignity which it retained after it had passed under the Dutch flag. It owes its name to the Indians and not, as has been suggested, to its founder's territorial designation "Parham." The city, which has a population of about 40,000, stands on a slightly raised plateau of sand about two feet above high-water level and is intersected by several characteristic drainage channels. It is a cosmopolitan town and one may meet in its streets, bush negroes (the descendants of runaway slaves who, living in the forests, bring timber and bush products to town), native Indians, Javanese, British East Indians and Chinese.

Visitors with only a short time at their disposal wishing to see something of this cosmopolitan city should drive from the Pier along the riverside to **Government House**, overlooking **Het Plein**, the Public Park in which is a statue of Queen Wilhelmina of the Netherlands. It is approached through a beautiful avenue of tamarind trees, where, according to tradition, a Governor met with a violent death at a time of unrest. From Government House Gravenstraat leads to the **Botanical Gardens**, passing on the way the **Masonic Lodge**, the **Roman Catholic Cathedral**, the **Museum** and the **Military Hospital**. In the gardens, which are well laid out with a wealth of tropical palms and flowers, are the laboratories

of the Agricultural Research Station. Near by is a neat **Javanese Settlement** which is of great interest. From the Botanic Gardens the drive can be continued past the **Military Barracks** and Emigrants' Depôt along the Palm Avenue to the Orphanage for British Indian children and through the picturesque streets to Saracca Street, a busy thoroughfare running parallel with the river and crossing at the south a canal of the same name which links the Surinam and Coppename Rivers.

The great Combé road skirting Government House gardens on the north-west side passes through prosperous plantations and leads to the ferry, which crosses the river to the neighbourhood of Fort Amsterdam, whence the road is continued for miles up the left bank of the Commewyne River. Not far beyond the fort is **Marienburg**, a large sugar plantation near which are several coffee plantations all within compass of a two hours' expedition by motor-car from Paramaribo.

CHAPTER XVIII

THE PANAMA CANAL

"The land divided, the world united."

Motto of the Canal Commission.

No visitor to the West Indies should miss the opportunity of inspecting the Panama Canal, which links the Atlantic and the Pacific Oceans.

The canal has, as foreshadowed by Captain Mahan, changed the Caribbean Sea "from a terminus and place of local traffic, or at the best a broken and imperfect line of travel . . . into one of the great highways of the world." It has been constructed in what used to be the Province of Panama in the Republic of Colombia, but is now the Republic of Panama. In the centre of that Republic there is a strip of territory ten miles wide and about 436 square miles in extent known as the Canal Zone, which is leased in perpetuity to the United States. Over it the United States has absolute control. Included in the Zone are the islands in the Bay of Panama called Perico Naos, Culebra, and Flamenco. Colon, at the northern end of the Canal, and Panama at the southern, are nominally outside the Zone, but the United States is supreme in the all-important matter of sanitation, and has the right to maintain order in the event of the Republic of Panama being unable to do so.

The French contemplated making a sea-level canal; the Americans, on the other hand, decided in favour of a high-level one involving locks at either end. So the Chagres River has been dammed at Gatun and vessels are raised through a series of three locks, and then traverse a great lake thus formed for a distance of

24 miles until the backbone of the Isthmus is reached at Bas Obispo. Here they pass through an immense cutting—the famous Gaillard or Culebra Cut—on emerging from which they descend to the Pacific by three locks, one at Pedro Miguel and two at Miraflores.

Many people imagine that the Canal runs east and west. This is not the case. From Colon it runs due south as far as Gatun, and thence in a south-easterly direction. Not a little surprise is experienced by some visitors to Panama, when they see the sun rise from the Pacific Ocean.

The total length of the Canal from deep water in the Atlantic to deep water in the Pacific is $50\frac{1}{2}$ miles, or from coast to coast 42 miles. Below is a comparison between the Panama and Suez Canals :

	PANAMA.	SUEZ.
Length (miles)	$50\frac{1}{2}$	104
Depth (feet)	41	36
Least bottom width (feet)	300	147
Excavation (cubic yards)	251,041,504	80,000,000 ¹
Cost	\$368,543,000	fcs. 761,522,220 (to date)

The normal variation between high and low tide on the Atlantic side is about one foot ; on the Pacific side it is about $12\frac{1}{2}$ feet, with occasional ranges of 21 feet. The mean level of the Pacific at the Isthmus is about eight inches higher than that of the Atlantic.

HISTORY. It is believed that the Isthmus of Panama was first visited in 1499 by Alonso de Ojeda, who established a colony, which he called Nueva Andalucia, near Cartagena. Two years later Rodrigo Bastidas coasted along the Spanish Main as far as what is now Porto Bello, and in 1502 Columbus, coasting from Almirante Bay, founded the colony of Nombre de Dios in Porto Bello Bay. The settlement was destroyed by Indians, but re-established in 1510 by Diego de Nicuesa, Governor of the Spanish Province of Castilla del Oro, which included the countries that are now Nicaragua, Costa Rica, and Panama. In the same year Martin Fernandez de Enciso, with the survivors of Nueva Andalucia, founded the colony of Darien. After an insurrection he was succeeded in command by Vasco Nuñez de Balboa, who had accompanied Bastidas on his voyage

¹Original canal 25 feet deep.

in 1501. In 1513 Balboa crossed the Isthmus of Panama and discovered the Pacific Ocean. He was succeeded by Pedro Arias de Avila, who, in 1514, amalgamated the several colonies under the name of Tierra Firme, and five years later founded Panama City. When the wealth of the newly discovered countries of the Pacific began to be developed, the route across the Isthmus became immensely important, and much treasure was transported over the Gold Road, as it was called, on mules.

Panama was included in the Viceroyalty of New Granada, which was established in 1728, and in 1819 it became part of the independent nation of Gran Colombia, and in 1831 of that of New Granada. In 1842 the provinces of Panama and Veragua seceded and formed themselves into the State of Panama, but they rejoined later. In 1857 Panama again withdrew, but soon returned to the Granadine Confederation, which in 1861 became the Republic of Colombia. The subsequent history of the country is closely wrapped up with that of the Panama Canal.

The idea of piercing the Isthmus was not by any means one of recent birth. It was talked of even in the days of Spain's greatness, when she was anxious to find a short trade route to the East Indies, though she subsequently found that the Isthmus helped her to protect her possessions in Peru. Porto Bello and Panama were strongly fortified, and treasure was, as we have seen, carried across the Isthmus—a hazardous journey—to be shipped to Spain.

It was not until the nineteenth century, when the United States began to feel the need for communication between their eastern and western seaboard, that the question of a canal came within the region of practical politics. Some favoured a Nicaraguan Canal. The Atlantic terminal of this would have been in a country over which Great Britain had long exercised control, and in 1850 the famous Bulwer-Clayton Treaty was signed by Great Britain and the United States, which provided that neither Government should ever obtain or maintain for itself any exclusive control of any canal connecting the Atlantic and the Pacific, or erect fortifications protecting it.

The rush of gold-seekers to California in 1849 led to the construction of the railway across the Isthmus of Panama by W. H. Aspinwall, H. Chauncey, and J. L. Stevens. Stevens secured a concession from the Government of New Granada in 1850, and five years later the first train crossed from ocean to ocean. Various canal schemes were now discussed, but it was not until the completion of the Suez Canal that they assumed definite shape. Then it was that Ferdinand de Lesseps came on the scene. He summoned a Congress in Paris in 1879, and two years later the *Compagnie Universelle du Canal Interocéanique de Panama* was floated. The railway was purchased for \$25,500,000, and work was begun in 1881 on a sea-level canal. An immense quantity of valuable machinery was sent out,

and the French engineers set about their task with the wonderful skill and perseverance to which their successors have since borne testimony. Owing, however, to the magnitude of the task and to speculation and fraud, the company was unable to stand the strain, and after spending \$300,000,000 it went into liquidation in 1889. The New Panama Company was formed to take over the assets, including the railway, which they continued to work; they also proceeded with the excavation to some extent. Then the war with Spain in 1898 gave the United States a further object-lesson of the need for a canal, one of their vessels, the *Oregon*, having to make a perilous voyage of 13,000 miles from the Pacific to the Atlantic, where the main fleet lay. A Commission was appointed to consider what would be the best route for a canal "under the control, management, and ownership of the United States." It favoured a Nicaraguan Canal, considering that the price demanded by the New Panama Canal Company (whose works, including the railway, they valued at \$40,000,000) was excessive. Realising how futile it would be to compete against a Government canal, the New Panama Company immediately offered to sell at that price, and the purchase was duly authorised by the "Spooner" Act of 1902. By the Hay-Pauncefote Treaty of 1901, Great Britain waived the right of joint control, it being agreed that the canal should be "free and open to the vessels of commerce and of war of all nations . . . on terms of entire equality," and all that remained was for the United States to make a satisfactory arrangement with Colombia.

A treaty was then negotiated with that country whereby the United States was to pay \$10,000,000, and an annual rent of \$100,000 after nine years for a strip of land ten miles wide, extending from ocean to ocean. Colombia refused to ratify, and a few days later the Province of Panama declared her independence, which was at once recognised by the United States, and within a few months a treaty was negotiated with the new-born Republic and ratified, by which the Canal Zone was leased to the United States for \$10,000,000, and an annual payment of \$250,000 at the end of nine years. Thereafter work steadily proceeded, and on October 10th, 1913, the final obstruction in the canal was blown up by President Woodrow Wilson, who, by pressing an electric button at Washington, closed a circuit of over 4,000 miles of telegraph line and cable and ignited an immense charge of dynamite, which destroyed the last dam across the Culebra Cut. The Canal was opened for traffic in 1914.

ACCOMMODATION. Colon. The *Washington Hotel* is by far the best. It was opened in 1913, and has accommodation for 180 guests. Single rooms from \$3.00 (12s. 6d.) per day; double from \$4.00 (16s. 8d.). The *Imperial Hotel* and the *Miramar Hotel* are both recommended. Board and lodging, from \$4.00 gold (16s. 8d.) per day and upwards. The *Tivoli Hotel* at **Ancon**,

conducted by the United States Government, is excellent [terms : single rooms from \$3.00 (12s. 6d.) ; double from \$4.00 (16s. 8d.)]. Fair accommodation can also be obtained at the *Hotel Central* in **Panama**, and the *Hotel International*, near the railway station. Board and lodging from \$3.00 (12s. 6d.). **Taboga Island.** *Hotel Aspinwall.* Board and lodging, \$3.00 (12s. 6d.). The Y.M.C.A. is well represented throughout the Canal Zone.

COMMUNICATIONS. Colon and Cristobal can be reached, without change of steamer, from England and America (see Appendix I). They also enjoy air transport facilities. **Motor-cars** are abundant and reasonably cheap, and opportunities are afforded to visitors of inspecting the Panama Canal from the air. (See Appendix II.)

The Panama Railroad affords opportunities for reaching various points of interest on the route of the canal.

The principal stations on the line and their distances are :

STATION	Miles from Colon	Approximate Time
Colon	—	5 mins.
Mount Hope	1.57	15 "
Gatun	6.79	15 "
Monte Lirio	14.48	28 "
Frijoles	20.92	40 "
Caimito	26.13	49 "
Gamboa	30.26	57 "
New Culebra	35.19	1.08 hrs.
Pedro Miguel Junction	40.23	1.20 "
Miraflores	41.74	1.26 "
Corozal	44.24	1.26 "
Panama	47.11	1.45 "

A "shuttle" train plies at regular intervals between Third Street, Colon, and Gatun, calling at the following stations ; Fifth Street, Passenger Station (Colon), Commissary (Cristobal), Shops (Cristobal), Mount Hope, Mundi, New Gatun, and Gatun. (Time, 25 minutes.)

SPORTS. Motoring, Swimming, Boating, Hunting, Fishing, Riding, Dancing, Golf, Baseball, visiting the Canal and historic spots, the Theatre, Horse-Racing, Bull-Fighting, Boxing, Tennis, and participation in the native *fiestas* are among the most usual diversions. The presence of large Army and Navy forces adds to the social gaiety of life.

CLUBS. The **Strangers' Club** at Colon welcomes visitors. At Cristobal there is a **Y.M.C.A.** which also shows hospitality to visitors.

SIGHTS. **Colon**, formerly called Aspinwall after one of the founders of the Panama Railroad (*see* page 418), stands on Manzanillo Island. Formerly a hot-bed of yellow fever and malaria, it is now quite healthy, the dismal swamps which once separated it from the mainland having been drained, and active measures having been adopted to exterminate the mosquitoes with which it was once infested.

The town was destroyed by fire in 1885, but was soon rebuilt. In 1915 it suffered from a further conflagration, which involved the loss of property to the value of \$3,000,000. Four hundred and thirty buildings covering twenty-two blocks were burnt out on this occasion, The fire extended from the north-west corner of Eighth and Bolivar Streets to 14th Street, and twelve buildings had to be destroyed by dynamite to check its course.

The weather being generally hazy off the coast, the first objects sighted at Colon are usually the structures on the breakwaters and the tall wireless masts, and then the masts and funnels of steamers lying alongside the wharves.

As steamers approach the shore they pass between two breakwaters. The great breakwater on the right, or western side of Limon Bay as the harbour is sometimes called, which extends from Toro Point and protects the Atlantic entrance to the Panama Canal, is 11,700 feet long and cost \$5,500,000; 2,840,000 cubic yards of rock were used in its construction.

The conspicuous building supported on arches on the left, or eastern side, of the harbour is the **Hotel Washington**. The low cupola at its western end is used as a signal station.

In the garden of the hotel overlooking the harbour stands a bronze statue of Columbus protecting an Indian maiden, which was presented to Colombia by the Empress Eugénie in 1866, and used to stand outside de Lesseps's house (*see* page 418).

An ornate column with medallions on a triangular base bearing sculptured portraits of Aspinwall, Chauncey, and

Stevens, on the west side of the hotel, perpetuates the memory of the pioneers of the Panama Railroad.

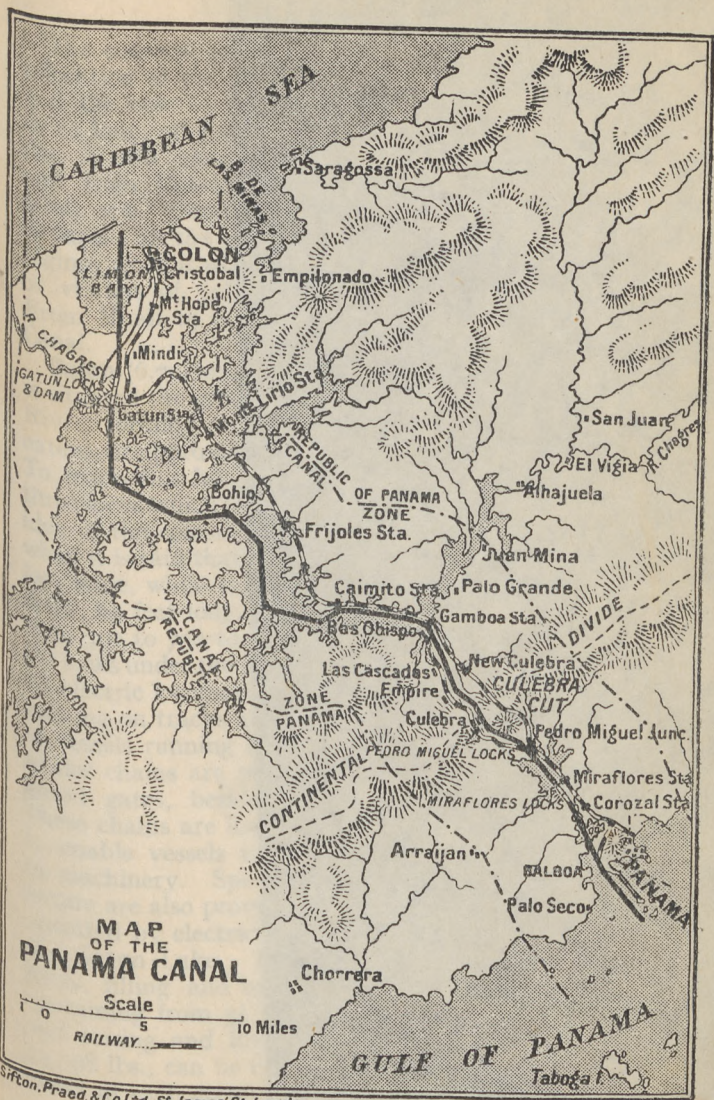
The principal shopping centre is Front Street, a row of two-storied shops and numerous American bars. After nightfall they are brilliantly lighted and resound with music. This street leads to the substantial **Railway Station** of the Panama Railroad. The **Cable Office** is also in Front Street.

The western part of the town is the American **Cristobal**, which is within the Canal Zone and consequently far more dignified and orderly than its cosmopolitan neighbour. Here one is introduced to the mosquito-proof houses, screened with copper gauze and looking like glorified meat safes, in which the "gold employees" on the canal reside. The employees, it should be explained, are divided into two classes, "gold employees" and "silver employees." The former are the officials, clerks, and skilled white men who are paid in United States currency, whilst the latter are the labourers who receive their pay in the silver Panamanian currency.

The house once occupied by Ferdinand de Lesseps is pointed out. This, too, is now mosquito-proof. It was used as the offices of the Isthmian Canal Commission. From the sea-wall, many new wharves jut out into the sea, and those of the railroad are near by.

Among other recognised sights are the elaborate cold-storage plant, the electric laundry, and the wireless station.

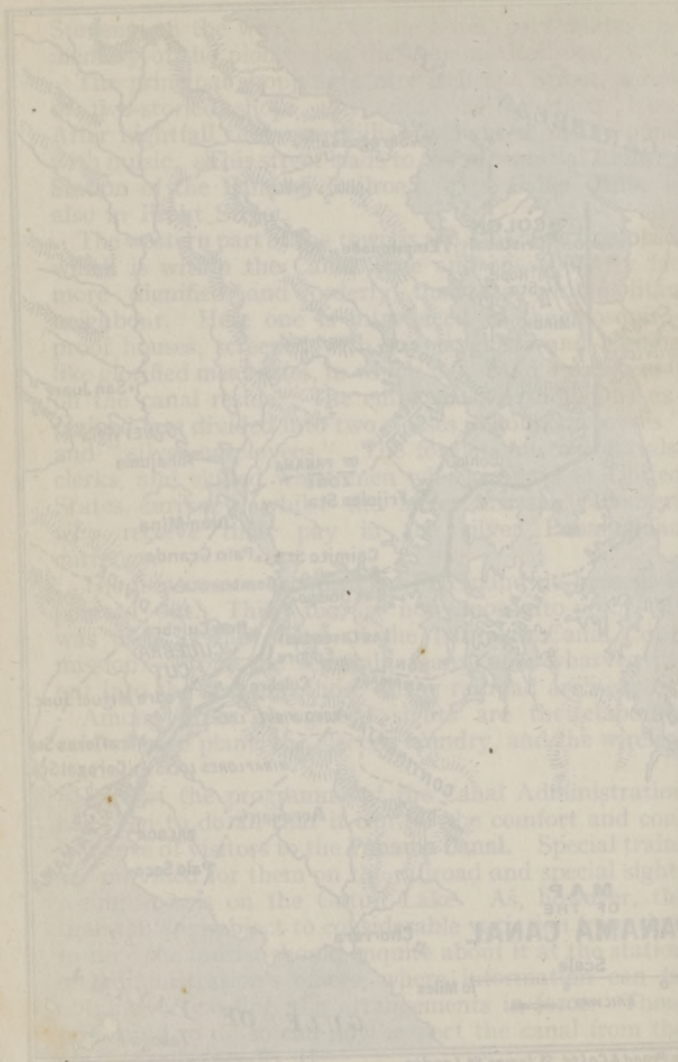
Part of the programme of the Canal Administration has been to do all that it can for the comfort and convenience of visitors to the **Panama Canal**. Special trains are provided for them on the railroad and special sight-seeing vessels on the Gatun Lake. As, however, the time-table is subject to considerable variation from time to time the tourist should enquire about it at the station or Administration's offices, where information can be obtained regarding the arrangements in force. Those preferring to do so can now inspect the canal from the air. (See Appendix II.)



MAP OF THE PANAMA CANAL

Scale
0 5 10 Miles
RAILWAY

Sifton, Praed, & Co. Ltd, St James' St. London.



The construction of the Panama Canal involved the relocation of the greater part of the Panama railroad, and the new line, which cost \$8,866,392.02, is 47.61 miles long, or 7.39 feet longer than the old. The old line is still used from Colon to Mindi (4.17 miles) and from Corozal to Panama; but the remainder is all new. Shortly after leaving Colon, Mount Hope is passed on the left. Here in the days of the French régime, when it was called Monkey Hill, many thousands of victims of yellow fever and disease were buried. From Mindi to Gatun the line runs parallel with the Canal.

Gatun (6.79) miles is reached in fifteen minutes. Here is situated the great dam which holds back the Chagres River, forming an immense lake 164 square miles in extent, or approximately the size of the Lake of Geneva. To reach this lake, steamers pass through a series of three locks which lift them to a height of 85 feet. Some idea of the colossal size of these locks may be realised when it is said that they are each 1,000 feet long by 110 feet wide, while their gates are steel structures 7 feet thick, 65 feet long, from 47 to 82 feet high, and weigh from 390 to 730 tons each. Ships do not pass through the locks under their own power, but are towed by powerful electric locomotives, or "mules" as they are called, running on tracks along the lock walls. To avoid risks of vessels running amok and ramming the lock gates, fender chains are placed on the up-stream side of the guard gates, besides intermediate and safety gates. These chains are lowered into grooves in the lock floor to enable vessels to pass, and are then raised again by machinery. Special emergency dams of an elaborate nature are also provided. The entire lock machinery is operated by electricity generated by the overflow from the Gatun Lake. The operation of opening the lock gates, filling and emptying the lock chambers (each containing from $3\frac{1}{2}$ to 5 million cubic feet of water), and raising and lowering the fender chains, weighing 24,098 lbs., can be controlled by one man in a conning tower at each group of locks.

The **Gatun Dam**, which unites the hills on either side of the lower end of the Chagres valley, is nearly $1\frac{1}{2}$ miles long and half a mile wide at the base, 400 feet wide at the water surface and 100 feet at the top. It is formed of a mixture of sand and clay dredged by hydraulic process and placed between two large masses of rock, etc., obtained by steam-shovel excavation at various points along the canal. In all, about 21,000,000 cubic yards of material were used in its construction. In the centre of the Dam is the **Spillway**, a concrete-lined channel nearly 1,200 feet long and 285 feet wide, which carries off the surplus waters of the lake and regulates its depth. To the north of this spillway is the electric generating station which provides the Canal Zone with light and power.

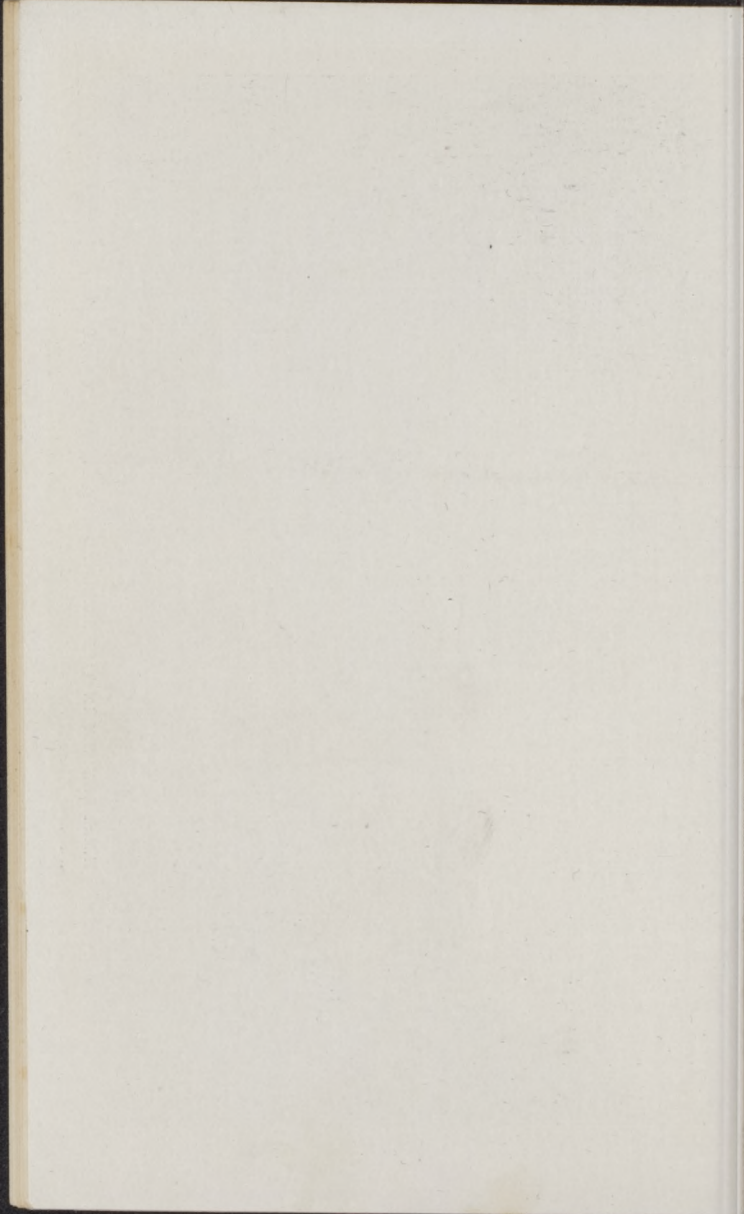
Vessels proceed across this great lake from Gatun to Gamboa along a dredged channel, defined by a succession of small lighthouses. From the surface of the water elsewhere project the gaunt stems and leafless branches of tall forest trees left to decay, and small islands—the summits of submerged hills—densely clothed with tropical vegetation. One wonders what will be the ultimate fate of the fauna which sought these havens as the flood rose higher and higher.

Canal Villages, in the Canal Zone near the terminals and locks, contain quarters for the employees, and the necessary public buildings. Each principal village has its community club-house, commissary store, school, churches, dispensary for free medical service, restaurant, lodge halls, etc. All the industrial life is controlled by the Government, which has acquired the title to all land within the Zone. Only people connected with the operation and protection of the Canal live in the Zone.

At Gatun the line leaves the Canal and turns east along Gatun Ridge, and then south again, crossing the Gatun valley by several embankments and a steel girder bridge with a movable span, to **Monte Lirio** (14.48 miles), after which it skirts the east shore of the Gatun Lake past Frijoles (20.92 miles) and Caimito (26.13 miles) to the Gaillard Cut, which begins at Bas Obispo.



H.M.S. *RENOWN* IN THE GAILLARD CUT, PANAMA CANAL
H.R.H. the Prince of Wales was on board when this photograph was taken.



The great **Gaillard** or **Culebra Cut** is the most striking feature of the canal. It is no fewer than nine miles long, and the total excavation which it involved was over 230,000,000 cubic yards, of which 20,419,720 were removed by the French.

This great cutting, affectionately known to the Canal employees as the "Big Ditch," is the wonder of the Canal. So immense is it, that during the construction period, one had, from above, to gaze at it for some minutes before the thousands of workers, the dirt trains and the steam shovels could be distinguished. To quote John Foster Fraser :

The Culebra Cut is not within the range of the comprehension of the ordinary person. To delve through hills for nine miles ; cut a channel with an average depth of 120 feet, with a minimum width of 300 feet ; to slice through the continental divide, Gold Hill and Contractors' Hill separating the watersheds, toward the Pacific and Atlantic ; remove a clear depth of 375 feet of hill ; haul away about 100 million cubic yards of rock and earth—nearly half the total excavations in the Canal construction—have the work constantly checked by thousands of tons of the hill-sides sliding into the Canal, bringing into the Cut streams which had been diverted, and threatening to flood the workers out : there is something dramatic, majestic and occasionally terrible in it all.

Originally known as the Culebra Cut, it was, on April 17th, 1913, renamed by President Woodrow Wilson the Gaillard Cut, after Lieut-Colonel D. D. Gaillard, of the Corps of Engineers, United States Army, who was in charge of the work from 1907 until its virtual completion in 1913.

To appreciate the immensity of the Cut one must pass through it in a steamer and see the mighty precipices of Gold Hill and the famous **Cucaracha Slide**, which threatened at one time to frustrate the work of the engineers and overwhelm the Canal. It may be recalled that prior to the passage of H.M.S. *Renown*, with the Prince of Wales on board, and her escort H.M.S. *Calcutta* through the Canal on March 30th, 1920, the channel was blocked for several hours by a huge boulder estimated to weigh fully 50 tons. To obviate such interruptions to traffic the work of removing the

hillside by hydraulic washing proceeds by night as well as day.

Leaving the Canal at Bas Obispo, the railway cuts through a ridge of solid rock behind Gold Hill, and eventually runs down the Pedro Miguel Valley to Paraiso. Here is the **Pedro Miguel** (popularly known as "Peter McGill") **Lock**, similar in construction to those at Gatun, which lowers vessels $30\frac{1}{3}$ feet to the Miraflores Lake. This lake is formed by dams connecting the walls of the **Miraflores Locks** with the high ground on either side. The dam to the west is of earth, and is about 2,700 feet long, with a crest 15 feet above the level of the lake, while that to the east is formed of concrete (about 75,000 cubic yards) and is about 500 feet long. The Miraflores locks, two in number (and both duplicated), lower vessels $54\frac{2}{3}$ feet to the level of the Pacific. At night the locks are brilliantly illuminated, and pilots are informed which of them the vessels under their charge are to enter by gargantuan arrows lighted by electricity.

The dam which kept the waters of the Pacific from these locks during the construction period was successfully blown up by dynamite in the presence of a large crowd of spectators on August 31st, 1913. About 37,000 lbs. of 45 and 60 per cent. dynamite were used, the charge being placed in 541 holes at an average depth of 30 feet. Said the "Canal Record":

At the time of the explosion the water in the channel, south of the barrier, was nearly at low tide. The dynamite tore a gap in the dyke about 100 feet wide, but as the bottom of the gap was still at some height above the existing tide level, no water passed through. An 18 foot tide was predicted for Sunday, with its maximum at 3.12 P.M., so that before high tide, water was expected to flow over the gap in the dyke. This expectation was fulfilled a little earlier than was anticipated, for at 1.35 P.M. the water in the sea-level channel was nearly even with the top of the gap. At this moment a man with a shovel made a small trench across the dyke through which a small stream of water began to flow. This rapidly increased in size until forty minutes later an opening 30 feet wide had been made, through which a torrent of water poured in a 30 or 35 feet fall. The rush of water ate away the sides of the opening steadily, carrying large sections of the dyke, including trestle bents and other débris, into the pit. The increasing volume of water

filled the pit rapidly, and at 3 o'clock, one hour and twenty-five minutes after the water first began to flow over, the level in the inside channel was that of the outside channel, while the gap had been widened to 400 feet or more.

From Paraiso the railway runs practically parallel with the canal to the terminals at Panama and Balboa.

The following table of distances in nautical miles from the nearest Canal terminal to ports of consequence may be useful for purpose of reference :

	MILES		MILES
Boston, Mass.	2,157	Liverpool	4,548
New York	1,974	Yokohama, Japan	7,682
Havana, Cuba	1,003	Hong Kong	9,195
New Orleans	1,403	Wellington, New Zealand	6,505
Kingston, Jamaica	551	Sydney, Australia	7,674
St. Thomas	1,029		

Between New York and San Francisco the distance of 13,135 nautical miles by way of the Strait of Magellan has been reduced to 5,262 miles by the Canal, a reduction of three-fifths. From New York to Valparaiso the reduction by use of the Canal is 3,747 miles ; to Callao, 6,250 miles ; to Guayaquil, 7,405 miles ; to Wellington, New Zealand, 2,493 ; to Yokohama, 3,678.

From Liverpool to San Francisco the distance by way of the Strait of Magellan, 13,502 miles, has been reduced to 7,836 by the Canal, a saving of 5,666 miles. The distance saved on the voyage to Valparaiso is 1,540 miles ; to Callao, 4,034 miles ; to Honolulu, 4,403 miles ; to Wellington, New Zealand, 1,564 miles.

Panama (population about 45,000), the capital of the Republic of Panama, was built during the governorship of Fernandez de Cordova after the destruction of the earlier city of the same name, which stood four miles to the west and was destroyed by Henry Morgan, the buccaneer in 1671. It stands on a rocky peninsula at the foot of the Ancon Hill (560 feet), which is recognised by geologists as being the cone of an extinct volcano. Since Panama gained her freedom from Colombia, the city has undergone many notable improvements, and the \$10,000,000 paid by the United States for the lease

of the Canal Zone has enabled the Government to erect several handsome buildings which give the city a very different appearance from that which it latterly presented under the old régime. The United States, who have control in sanitary matters, paved the streets and provided the city with a modern system of sanitation and water supply which is now maintained by, and at the expense of, the local Government.

The houses, built of stone and roofed with red tiles, rarely exceed two or three stories in height, and their overhanging balconies emphasise the narrowness of the streets, which are remarkably picturesque. Opposite the railway station is the American suburb of Ancon, straggling round Ancon Hill, on which stands the mosquito-screened Tivoli Hotel, and other buildings similarly protected. It is here that the hospital established by the French in de Lesseps' time is situated, amid avenues of cabage-palms and grassy lawns, a feature of which is the abundance of a species of sensitive plant, the fronds of whose leaves instantly close up when they are touched.

The main thoroughfare of Panama is the **Avenida Central** which, starting in a curve, leads to the Plaza de la Independencia, as the old Cathedral Plaza is now called, and to the Malecon, or sea-wall, beyond. A stroll down this street reveals the cosmopolitan nature of the city. The retail trade is largely in the hands of Chinamen. Tempted by the improved condition of affairs in the country, celestials began to arrive in such numbers that it was deemed necessary to impose a head tax of \$250 on those arriving since 1904. This the newcomers pay willingly for the privilege of residing and carrying on trade in Panama. Here the West meets the East, and Spaniards, Italians, Frenchmen, and, indeed, representatives of every European country, and negroes, rub shoulders with Indians and Chinese.

The Avenida Central is traversed by electric cars, which take one in a few minutes to the **Cathedral**. The chief features of this weather-worn building are the twin towers, the domes of which are encased in mother-of-

pearl, said to have been brought across the Isthmus from the pearl fisheries of Margarita. The Cathedral was built at the expense of a negro who was the son of a poor charcoal burner and rose to the position of Bishop of Panama. It took eighty-eight years to complete.

Other churches worthy of inspection are those of **San Felipe Neri**, with an arch dated 1688, near the Plaza Bolivar; **San Francisco**, in that Plaza, completed in 1740; **San José**, and **Santa Ana**, which has a handsome altar service of hammered silver. A visit should also be paid to the historic "flat arch" of **Santo Domingo**, a church which was destroyed by fire in 1737. Only part of the walls and the arch now remain. This church was built by the Dominican Monks, who experienced great difficulty in designing and building a suitable support for the organ loft. Arch after arch was built, but each one collapsed. Then one of the monks happened to have a dream in which a perfect arch was revealed to him. On awakening next morning, he at once made a plan of this arch, which was duly constructed by the worthy monks. When the supports were about to be withdrawn, the monk, with folded arms, stood below the arch to show his confidence in its stability, and from that day to this it has remained in position, and has braved earthquakes, fire, and the scepticism of architects. This story recalls the courage of Sir Christopher Wren, who, yielding to the importunities of the Town Councillors of Windsor, added extra columns to their Town Hall, which he had designed. The Councillors declared that otherwise the floor would collapse; so Wren erected the columns. But he purposely made them too short, and to this day the floor remains as he made it, and there is a space between the ceiling and the columns.

Facing the Cathedral are several public buildings, and the **Episcopal Palace** and old **Government Palace**. Among the new buildings one of the most noteworthy in the neighbourhood is the handsome **Palacio Municipal** or City Hall.

At the lower end of the Avenida is a substantial group of **Government Buildings**, at the back of which is the handsome **Teatro Nacional**, certainly one of the finest buildings of the kind in this part of the world. The palatial **Union Club**, where the Prince of Wales was entertained at a Ball on March 31st, 1920, overlooks the harbour and bay.

The **Malecon**, or sea-wall, is a popular and fashionable promenade. To the west of it is another Malecon—that of **Las Bovedas**, under which are the old prisons. The view from these sea-walls of the Pacific—which, strange though it may seem to some expectant tourists, does not differ in appearance from the Atlantic—is very attractive. The islands in the bay are those of Naos, Flamenco, and Culebera, which have now been fortified by the United States, and Perico and the larger island of Taboga, which can be visited. These islands are believed to have been the outlets of the prehistoric volcano whose principal cone was Ancon Hill.

Those interested in educational matters should not fail to inspect the **Instituto Nacional**, Panama's University, which was opened in 1911. It occupies a palatial group of buildings at the foot of Ancon Hill.

Among the excursions that can be made from Panama is the drive to **Old Panama**, which can be reached by motor-car (enquiries should be made at the hotel) by a fair driving road in about half an hour. The ruins of that historic city have been cleared of bush and can be inspected without discomfort. Old Panama was founded in 1519 by Pedro Arias de Avila, and was granted a charter two years later. Being the entrepôt of the trade with Peru, it soon became very wealthy. Here the treasure was transferred to mule-back, to be carried across the Isthmus to Cruces, whence it was conveyed to the fortified port of Chagres by boat, or to Porto Bello by the high road. The town was frequently attacked by pirates and buccaneers, and in 1671 it was sacked and completely destroyed by Henry Morgan, the buccaneer, who lived to become Governor of Jamaica, and to receive the honour of knighthood.

Morgan, after capturing the castle of Chagres, marched across the Isthmus with a force of 1,200 men. After nine days of intense suffering through want of food they sighted the Pacific Ocean and the object of their walk. Then, to quote Esquemeling :

A little while after they came the first time within sight of the highest steeple of Panama. This steeple they no sooner had discovered than they began to show signs of extreme joy, casting up their hats into the air, leaping for mirth, and shouting, even just as if they had already obtained the victory and entire accomplishments of their designs. All their trumpets were sounded and every drum beaten, in token of this universal acclamation and huge alacrity of their minds.

Fifty Spanish horsemen soon came out of the city "preceded by a trumpet that sounded marvellously well," and threatened the buccaneers, saying "*Perros ! nos veremos*" (Ye dogs, we shall meet thee), and immediately afterwards the city opened fire. On the following day the Governor of Panama extended in battle array his forces, which consisted of "two squadrons, four regiments of foot, and a huge number of wild bulls, which were driven by a great number of Indians with some negroes and others to help them." Fortunately the wild bulls were scared by the noise and did little harm. At the end of two hours, most of the Spanish horsemen were killed and the remainder fled. The Spanish losses comprised no fewer than six hundred dead besides wounded and prisoners. After resting awhile, the buccaneers marched courageously towards the city, which was stubbornly defended with "great guns, at several quarters, thereof, some of which were charged with small pieces of iron, and others with musket-bullets," and after three hours' combat the Spaniards were compelled to deliver up the city, which was set on fire and destroyed. The city had at this period eight monasteries, two stately churches, and a hospital. "The churches and monasteries were all richly adorned with altar-pieces and paintings, huge quantity (*sic*) of gold and silver, with other precious things." The houses, which were built of cedar, numbered 2,000. The fire

lasted for four weeks, but before it was extinguished the pirates decamped.

The tower of the old Cathedral is still standing, and scrambling among the ruins one can appreciate from the substantial nature of their fabric that old Panama was once a city of consequence. By the seashore on which egrets now sun themselves is a small posada where light refreshments can be obtained.

If time permits, a visit should be paid to the wharves at **Balboa**, the Pacific entrance to the Panama Canal, behind Ancon Hill, two miles to the west of Panama. Formerly known as La Boca, the place was renamed in honour of Vasco Nuñez de Balboa, the discoverer of the Pacific. It is now an important fuelling station, and has dry docks, repair shops, etc., for vessels using the Canal.

Balboa is perfectly laid out, with broad driveways, and many open spaces, the most notable of which is the Prado. The houses are built of reinforced concrete. The handsome Administration Building on the top of a grass-covered hill, approached by three broad flights of steps on one side, and a sloping motor road on the other, shows what noble structures can be made with that material. Roads, houses, and offices are all scrupulously clean, and make an Englishman ashamed of the mean and squalid appearance of so many towns in the British West Indies.

CHAPTER XIX

SOME WEST INDIAN INDUSTRIES

Sugar : Rum : Cacao : Bananas : Cotton : Balata : Petroleum

THE production of sugar is the principal staple industry of the West Indies. The sugar-cane, which was well known to the ancients in the East, was first introduced into the New World by the Spaniards, who were made acquainted with it through the Moors. As far back as 1578 there were no fewer than twenty-eight sugar works in operation in Cuba, and the cultivation of the sugar-cane spread rapidly to the other islands as soon as they were settled.

The Abolition of Slavery. The first of a series of troubles that the industry had to face in the British colonies was the abolition of the slave trade in 1807, which was followed by that of slavery in 1834. The value of the estates and slaves was then estimated at £219,000,000; and though compensation to the extent of £16,640,000 was granted to slave owners, this sum proved quite inadequate to make good the loss suffered. Slavery continued in Cuba and elsewhere for many years later, but a prohibitive tariff was imposed in the United Kingdom against slave-grown sugar, and thus for a time British planters were enabled to enjoy fair play. In 1846, however, the differential duty was lowered; and a few years later, the sugar duties being equalised, slave-grown sugar was admitted into the United Kingdom on the same terms as free-grown sugar, with results which were disastrous to the British producers.

The Sugar Bounties. No sooner was slavery abolished in Cuba in 1886, than another serious trouble had to be faced. The beetroot sugar industry on the Continent, encouraged by Napoleon Bonaparte, was increasing by rapid strides under a system of bounties which enabled the foreigner to undersell the British producer in his own markets. These bounties, which varied from about £1 (\$4.80) to nearly £5 (\$24) per ton, exercised a blighting effect on the West Indian sugar industry, many planters being unable, in consequence of them, to raise the necessary capital to permit them to keep pace with the times and improve their appliances. In 1897-98 these bounties were supplemented by cartel bounties in Germany and Austria,

which drove the price of sugar in Great Britain far below the cost of production. Owing to the existence of protective tariffs, cartels or trusts, which consisted of sugar producers and manufacturers, were able to charge the home consumer such a high price for his sugar that they were able to export or "dump" the balance of their output at a loss and yet realise a substantial profit from the transaction as a whole.

The Brussels Convention. In 1897 the United States imposed countervailing duties on bounty-fed sugar, and India followed suit in 1899, but the British Government declined to take similar action, though the continental bounties were condemned by British statesmen of every shade of political opinion. Several international conferences were held to discuss the matter, but each one proved abortive until 1902. On March 5th in that year, at a conference at Brussels, a Convention was signed by the principal sugar-producing Powers, and subsequently ratified by them, by which they agreed to abolish bounties from September 1st, 1903, and to render the existence of cartels impossible, by limiting the difference between the customs and excise duties. Great Britain on her part pledged herself not to give a tariff preference to British colonial sugar. A Pena Clause in the Convention provided that the High Contracting States should impose a countervailing duty on, or prohibit the importation into their territories of, sugars from countries which granted bounties either on production or export. Equality of opportunity was thus restored. It was agreed that the Convention should remain in force for five years and thenceforward from year to year, but the right was reserved to each of the Contracting States of withdrawing on notifying such intention twelve months before its expiration.

Almost before its beneficial effects could be felt by the sugar industry, the Convention became the plaything of party politics. The Liberal party which came into power in 1906 declined to allow Great Britain to be bound by the Penal Clause, and this led to the High Contracting Powers passing an Additional Act exempting her from her pledge to penalise bounty-fed sugar.

Meanwhile Russia, the only remaining Power which had continued to give bounties on sugar, gave her adherence to the Convention, but following a drought and a crop shortage on the Continent she was, at the request of Great Britain, permitted by a Protocol to export certain quantities of bounty-fed sugar to western markets.

Notwithstanding this concession, it was announced in the House of Commons on August, 1912, that the Government had decided to withdraw from the Sugar Convention as from September 1st, 1913.

The Convention was denounced by France in 1917, and in 1918 the British Government gave formal notice of the withdrawal of their pledge not to give a tariff preference to Colonial sugar. In 1919 a preference of one-sixth off the duty was

given to British sugar imported into the United Kingdom, and this was increased in 1925 to one-third off the duty and stabilised on the basis of £3 15s. (\$18) per ton on sugar polarising 96°, for a period of ten years.

Reciprocity with Canada. By the Dominion Tariff Act of 1897, which came into force on August 1st of the following year, a preference of 25 per cent. was given to raw sugar from the British West Indies and to certain other British produce entering Canada. From July 1st, 1900, this was increased to 33½ per cent. and extended to refined sugar of British growth and manufacture, and on April 1st, 1907, by the Tariff Act of the preceding year, changes were made which had the effect of raising the preference to 37½ per cent. Until the bounties were abolished British West Indian sugar found a better market in the United States, whose Government imposed a countervailing duty on bounty-fed sugar, but after the abolition of bounties and consequent upon the United States giving a preference to Cuban sugar and becoming more and more self-supporting in regard to sugar supplies, British West Indian sugar began to go to Canada in increasing quantities. The value of the preference was, however, reduced by the permission given to the Canadian refiners in 1907 of importing at the preferential rates for a certain period two tons, and later one ton, of beet for every ton of Canadian beet they refined, and the further privilege given them in 1909 of importing foreign sugar to the extent of 20 per cent. of their requirements at British preferential rates, it being alleged that British West Indian producers were combining to raise prices to the refiners.

In 1909 a Royal Commission was appointed to inquire into the question of closer trade between Canada and the West Indies, and as the outcome of its report a conference between representatives of each of the West Indian colonies (the Bahamas, British Honduras, Jamaica, and Grenada excepted) and the Dominion of Canada met in Ottawa, on March 29th, 1912, under the chairmanship of the Hon. (later Sir) George E. Foster, Minister of Trade and Commerce of the Dominion, and on April 9th an agreement was signed, providing for the establishment of a reciprocal trade arrangement between the British West Indies and Canada for a period of ten years. The basis of this arrangement was a mutual preference of 20 per cent. on the chief products of the countries concerned, with specific preferences on flour in the West Indies and on sugar in Canada, and the withdrawal of the special privileges of the Canadian refiners.

At a second conference at Ottawa, at which all the West Indian colonies and also Bermuda were represented, a fresh agreement was signed on June 18th, 1920, providing for a substantial increase in the mutual preferences, and on July 6th, 1925, at a further conference a third agreement was signed, under which the preference on Empire sugar not above No. 16

Dutch Standard entering Canada was increased to \$1.00 (4s. 2d.) per 100 lb.¹ The text of this agreement, which also provided for specific preferences on cacao, bananas and several other products, is published in "The Handbook of the West Indies."

West Indian Sugar Crops. The average annual output of sugar from the West Indies in tons of 2,240 lbs. each is approximately as follows :

Cuba	5,250,000	Martinique	40,000
Porto Rico	550,000	Guadeloupe	40,000
Santo Domingo	350,000	Antigua	20,000
British Guiana	110,000	St. Kitts	20,000
Trinidad	90,000	St. Lucia	2,000
Barbados	65,000	Haiti	14,000
Jamaica	60,000	Virgin Islands	10,000

Sugar Manufacture. There are two forms of sugar manufacture in the West Indies, the modern vacuum-pan process (which yields raw sugar for refining, the familiar "Demerara" sugar, or West India crystallised, and plantation white sugar) and the muscovado process, now fast disappearing.

As every tourist will doubtless visit one or more sugar factories during his stay in the West Indies, the following brief outline of these two methods of manufacture may be of interest.

The sugar-canes are grown from cuttings of the mature canes. These take from twelve to eighteen months to reach maturity. They are then cut down by field labourers with cutlasses, trimmed and conveyed to the factory in punts in British Guiana (where the conditions of the front lands closely resemble those of the Netherlands), and by light railways or carts in the islands. They are then weighed, lifted out by machinery, and placed on the cane-carrier, an endless belt which conveys them direct to the mill. Here they are crushed by means of a succession of rollers, in some cases there being as many as four sets, which form with crushers a fourteen-roller mill. The megass or crushed cane is removed on another carrier direct to the furnaces for which it is used as fuel, the furnaces being specially made to burn green megass, thus obviating the necessity of drying it in the sun. The juice is then pumped up into clarifying tanks, in which it is treated with lime to separate the impurities from it. The pure liquor is now drawn through pipes into the triple or quadruple effect, an apparatus for economical evaporation consisting of a series of closed vessels, in which the juice is boiled to concentrate or thicken it. The object of the triple or quadruple effect is to save steam, and consequently fuel. By producing successively lower boiling-points in the several vessels through reducing the

¹The Dutch Standard consists of a series of sealed bottles containing sugar of various colours from almost black to white and numbered 1 to 32. The "D.S.," as it is called, is regarded in the sugar world as an anachronism, its place having been taken by the polariscope, which defines the saccharine content of sugar scientifically; but it is still used in Canada for the protection of the refiners, sugar lighter than 16 D.S. being subject to a prohibitive Customs duty.

air pressure in them, the vapour from the juice in the first when heated by steam is made to boil the juice in the second, and that from the second the juice in the third, to which a vacuum pump is attached.

The syrup, as the juice is now called, is then transferred to the vacuum pan, in which it is boiled at a low temperature until granulation sets in, this process being watched through a small glass window, and the progress of crystallisation being tested by a "proof stick," which is inserted into the pan through valves and withdraws a sample of the liquor. The vacuum pan is then "struck" or tapped at the bottom, the contents, now called "massecuite," being transferred to the centrifugals—large drums with perforated or mesh sides, which are made to revolve some 1,200 times to the minute. The result of this operation is that the molasses is driven out of the drums by centrifugal force, leaving behind the sugar, which is mixed to secure uniformity of grade and colour, packed in bags, and is then ready for shipment. The manufacture of Demerara sugar and that of plantation white sugars are variations of this process. The molasses, which is not such a valuable commodity as muscovado molasses, is reboiled, and made into inferior grades of sugar, called second and third sugars, or, if prices favour it, is used to make rum, in the manner described below, or a cattle-food known as Molascuit, a commodity, patented by the late Mr. George Hughes, consisting of the interior or cellulose fibre of the sugar-cane finely screened and then blended with molasses.

In the small muscovado factories, which produce old-fashioned "brown" sugar, the canes are crushed as a rule by three rollers only, the power being supplied either by windmill, the old-fashioned beam-engine, or a horizontal steam-engine. The dirty, greenish-coloured juice which is then expressed is heated up to the desired temperature, and passes into a tank called a clarifier, where it is mixed with a certain amount of lime. By this means the impurities are separated from it. The clarified juice then flows down to the "copper wall," which consists of a series of three or more large open copper tanks, called "tayches," in which the process of evaporating the liquor takes place, the juice being boiled in these tayches by a fire which is kindled under them and kept going with the megass or crushed cane, which is dried in the sun and used as fuel. The juice is ladled by dippers from the first tayche to the second, and so on to the third, in which the process of evaporation is generally concluded, though in some cases an extra pan heated by steam, known as the Aspinall pan, is used for completing the process. When the juice reaches a sufficient density it is ladled out and poured into large square boxes called coolers, in which it is allowed to crystallise. As soon as it becomes sufficiently solid it is dug out and put into large wooden casks called hogsheads, with perforated bottoms, which are placed on

"rangers" or rafters on the floor of what is known as the stanchion-room. Here it is left for two or three weeks and allowed to drain, the uncrystallised sugar or molasses running out through holes guarded with plantain stalks into the tank below. After this period the cask is headed up, and the sugar is then ready for shipment. There are many different qualities of this muscovado sugar, the best being the lighter kinds, while the sugar from the bottom of the casks commands a lower price, and is termed "foots." This process has become extremely rare, and muscovado sugar is now usually dried in centrifugals (*see* above) and shipped in bags.

THE RUM INDUSTRY. The term rum is said to be derived from "Saccharum." In the old days before it received its present designation it was styled "Kill-devil." About the middle of the seventeenth century it was first called "Rum-bullion," an old Devonshire term for uproar or rumpus. An old West Indian work says, "The chiefe fuddling they make in the island is Rumbullion, *alias*, kill-devil, and this is made of sugar-canes distilled, a hott, hellish, and terrible liquor." Rum was defined by the compiler of the Pocket Guide as "a spirit distilled direct from sugar-cane products in sugar-cane growing countries," before the Royal Commission on Whisky and other Potable Spirits in 1909, and this definition was accepted. The method of manufacture is roughly as follows: Molasses, skimmings, etc., are mixed with water, sulphuric acid and in British Guiana ammonia also, and this "wash," as it is then called, is allowed to stand in large wooden vats, in which it ferments. In British Guiana this process requires about two days, and in Jamaica a week and upwards. When the fermentation ceases and the wash has settled, it is transferred to the "still," a copper vessel preferably heated by fire underneath. The spirit is boiled off from the wash, and, after being rectified in a vessel containing vertical tubes surrounded with water, is condensed in a spiral tube cooled with running water. In some cases a "Coffey" still is used. This is a vertical still consisting of two columns of considerable height, with an internal arrangement of alternat shelves. The wash is introduced at the top of the first, and drops from shelf to shelf until it reaches the bottom, meeting on its way down a current of steam, while the vapour from it passes to the bottom of the second column, where it is rectified by the cold wash passing through it in tubes, and condensed in the upper part. The process is continuous, and the separation is so complete that the hot spirit constantly passes off to the cooler from near the top of the second, while the waste liquor runs off at the bottom of the first. As it comes from the still the spirit is colourless, but prior to shipment it is coloured to meet market requirements with burnt sugar or molasses. The finest rum in the world is produced in Jamaica. Its dietetic value, especially when mixed with milk, is so well known that it needs no special encomium in these pages. The

average annual export of rum from Jamaica is 1,300,000 gallons ; from the other West Indian islands, 200,000 gallons ; and from British Guiana, 2,500,000 gallons, but owing to the reduced demand due to the high spirit duties in the United Kingdom, production has lately been restricted.

THE CACAO INDUSTRY. The Spaniards were not only responsible for introducing sugar into the West Indies, but also cocoa, or cacao to give the product its strictly correct name. The original home of this plant was probably in South America, and cacao is even now found in its wild state on the banks of the upper Amazon and in the interior of Ecuador. The Spaniards left behind them well-established cacao plantations—or cacao walks, as they were then called—in Jamaica, and the cultivation of the plant spread rapidly to the other islands. At the present time the cacao industry has reached such dimensions in Trinidad that it is more important in that island than sugar, while in Grenada it has ousted sugar almost entirely. In Jamaica, St. Lucia, and Tobago its cultivation is extending very rapidly. The average annual exports of cacao from the West Indies are now approximately as follows: Trinidad, 26,000 tons ; Santo Domingo, 21,000 tons ; Grenada, 6,000 tons ; Haiti, 3,500 tons ; Jamaica, 3,500 tons ; Cuba, 1,600 tons ; St. Lucia, 1,000 tons, and Dominica, 600 tons.

The cacao plant (called by Linnæus *Theobroma*, the food of the gods) is an evergreen which grows to the height of 15 to 30 feet, with bright-pointed leaves from 8 to 20 inches long. The flowers and fruit, which it bears at all seasons of the year, grow off the trunk and the thickest part of the branches with stalks only an inch in length. The fruit is a large five-celled pod from 7 to 9½ inches in length and 3 to 4 in breadth, the colour varying from bright yellow to red and purple. Cacao plants in suitable positions begin to bear fruit in about the third or fourth year after they are planted ; but to strengthen the tree the flowers are cut off for the first few years, and as a general rule a cacao plantation does not begin to bear to any appreciable extent until its fifth year, the yield increasing gradually until its twelfth year. On some estates there are trees a hundred years old still producing, though on a reduced scale, the finest cacao. The principal crop begins in October and November, and continues till the end of April, while there is a smaller crop in June. The ripe pods are gathered with cutlasses and piled in heaps. These pods, which contain about 1¼ ozs. of dried beans, are then broken and the beans are collected in baskets and removed to the "sweating" house, where the pulp which surrounds them is removed by the process of sweating or fermentation. The beans are packed closely together in boxes and covered with plantain leaves, and left for four days or a week, being, however, occasionally "turned over" during that time. Fermentation takes place, and the beans are then spread out on large flat trays called "barbecues"

or "boucans." On these trays they are "danced," that is to say, the black labourers dance or trample on them in order to remove the dry pulp, and the beans are then dried in the sun. The boucans have sliding roofs, which are closed over them when, as is often the case in the middle of the day, the sun is too powerful, or when it comes on to rain. In some cases artificial drying apparatus is used. When the cacao is quite dry or "cured," it is shipped in bags, each bag containing roughly $1\frac{1}{2}$ cwt.

In the United Kingdom, Empire cacao enjoys a tariff preference of 2s. 4d. (56c.) per cwt., and under the trade agreement with Canada (see page 435) British West Indian cacao is given an exclusive preference of \$2.00 (8s. 4d.) per 100 lbs. in the Dominion.

THE BANANA INDUSTRY. In Jamaica the banana industry has assumed enormous proportions, over 23,000,000 bunches having been exported in a year. The bulk of them go to the United States, and the development of the trade has been almost entirely due to American enterprise and capital. Many years ago the late Captain Baker, commander of a schooner trading between Jamaica and America, was in the habit of taking back to his native town a few bunches of bananas. He found that they stood the journey so well, and were so much appreciated by his friends, that he decided to make regular shipments; and from such small beginnings has arisen the United Fruit Company, with its large fleet of steamers, one or more of which sail from Jamaica nearly every day to American ports with a full complement of bananas.

The industry received an impetus in 1900, when the Imperial Direct West India Mail Service Company was formed and granted a subsidy of £40,000 per annum for ten years to buy and carry 20,000 bunches of bananas every week from Jamaica to the United Kingdom. At first doubts were expressed as to whether it would be possible to bring the fruit in good condition to Avonmouth, the terminal port, but the late Sir Alfred Jones, the originator of the enterprise, overcame all obstacles and a successful trade was established. Elders and Fyffes now have over thirty steamers bringing bananas from Jamaica and Central and South America to England and the continent of Europe, and in 1929 the Jamaica Direct Line was established to carry Jamaica bananas to England and Europe.

The Jamaica banana, which is the variety known as the *Gros Michel*, is cut when it is about three-quarters full, and consequently tourists must not expect to see the fruit of the familiar yellow colour growing on the trees in Jamaica, but quite green. The smaller Canary banana (*Musa Cavendishii*) was exported for some years successfully from Barbados, but the industry has been suspended owing to lack of shipping facilities. The two kinds of bananas were existing in the West Indies when Père Labat visited the islands in 1696. The larger species was known as the "bananier" and the small as the "figuier." He

tasted both, but preferred the latter, which he described as "*amie de la poitrine*." Unlike the Jamaica variety, which grows to a height of 20 feet, the Canary banana-tree does not exceed 10 or 12 feet.

The banana-tree, it may be explained, is cultivated from suckers which spring from the root when the tree is cut down and the fruit gathered. The tree, which only carries one bunch, takes about twelve months to reach the stage at which the fruit is fit to be gathered for markets across the sea. The bunches before they are shipped are checked as to size, a full-sized or "straight" bunch having at least nine hands, or groups of from fifteen to twenty "fingers" each, on it, and these of course fetch the highest price. Bunches of bananas, when mature, weigh 40 to 60 lb. each, and it is surprising to see how easily the black women pick them up and carry them on board ship on their heads.

THE COTTON INDUSTRY. About a century ago the West Indies were the chief source of Great Britain's cotton supply; but cultivation extended rapidly in America, and prices fell to such a low level that the West Indian planters found it more profitable to turn their attention to sugar and other crops, and Carriacou, a dependency of Grenada, was the only island which continued to produce it. In 1901 a shortage in the American cotton crop was followed by wild speculation, and prices rose very rapidly. There was a serious cotton famine in Lancashire, and the British Cotton Growing Association was formed in Manchester to promote the growth of cotton in British dominions and consequently to render Great Britain less dependent on foreign countries for her cotton supply. The West Indian planters very readily experimented with cotton seed imported from the United States, and, with the help of the Imperial Department of Agriculture, the cotton industry has been successfully re-established in Barbados, St. Vincent, Antigua, St. Kitts, Nevis, and Montserrat, to the soil and climate of which the Sea Island variety—a native of the first-mentioned island, as its name, *Gossypium barbadense*, implies—is particularly well adapted. This cotton differs from American upland cotton, having a longer fibre or staple and being used for a different purpose, such as making Brussels lace, chiffon, and other delicate fabrics, as well as fine gloves, handkerchiefs, and sewing-cotton. Moreover, it commands a much higher price.

It is estimated that there are from 15,000 to 20,000 acres under cotton cultivation in the West Indies, the quantity of lint exported being approximately 6,000 bales annually.

Cotton is planted in August and September, just before the rains, in order that dry weather may be obtained during the period in which the crop is picked. It is best planted 20 inches apart, in rows which are 5 feet apart, four seeds being planted in each hole, 6 lbs. of seed per acre being thus used. As soon as the plants are a fortnight old, the weakest ones are pulled

out, leaving the two strongest in each hole, and a fortnight later the weaker of the two remaining plants is removed. This is the critical period, as heavy rains or high winds may damage, if not ruin, the crop. The picking is conducted by men, women, and children, and expert labourers are able to pick about 100 lb. of seed-cotton per day. They hold the boll firmly with the left hand and remove the seed-cotton with the right, the price usually paid for this operation being $\frac{1}{4}d.$ to $\frac{1}{2}d.$ per lb. gathered. The cotton is then sunned until it is thoroughly dry, any that is stained—and immature bolls—being removed, and any cotton which has fallen to the ground and got mixed with earth or sand is “whipped,” a process which consists in striking handfuls of seed-cotton with a whipping motion on wire netting. The seed-cotton is then conveyed to the ginnery.

The first ginnery to be erected since the reintroduction of the cotton industry was established in St. Vincent in 1901, and now there are ginneries in each of the principal cotton-growing islands. The ginning factories usually contain three stories. On entering the factory the cotton is weighed and hoisted to the top floor or cotton loft. In this the cotton is temporarily stored and spread out to dry; it is then transferred to the gins in the second story by shoots passing through the floor, directly over the gins. The labourers at work in the loft, filling the shoots, have also to pick out any notes or discoloured cotton that may have escaped the pickers and assorters. As soon as the gins are started, the feeders take the cotton from the shoots through a small hinged door, which can easily be shut in case of fire. On the seed-cotton being fed to the gins, the lint is separated from the seed. The former passes over a leather roller and drops on to an endless conveyor, while the seed falls through the grids on to an inclined plane, and passes through the floor to the lowest storey. While the lint is on the conveyor, any notes or other impurities are watched for and picked out. From the conveyor the lint is taken to the baling-room, where it is baled under pressure. It is then ready for shipment. In the lowest room the seed is stored for planting the next season's crop, for feeding the animals, or for making manure.

THE BALATA INDUSTRY. A balata industry exists in British Guiana. Balata is a gutta-percha-like substance which is tapped from a forest tree known as the Bullet tree or *Mimusops globosa*. It is used for insulating purposes, and also in the manufacture of belting and boots and shoes. Expeditions start periodically to the interior to collect the substance. The tapping of balata trees is done with the cutlass, incisions being made not more than $1\frac{1}{2}$ inches wide, about 10 inches apart, in a “feather-stitch” pattern up the trunks of the trees. The latex runs in zigzags from cut to cut into a calabash at the base of the tree. The latex is collected from the calabashes into gourds (goobees) and then it is taken to the camp, where it is poured into shallow trays (dabrees) that hold from five to thirty

gallons. The latex coagulates in these trays and the balata is taken off in sheets, dried and despatched to town for transshipment. The labourers are paid by results according to the amount of balata collected.

THE PETROLEUM INDUSTRY. As far as the West Indian islands are concerned this is practically confined to Trinidad, though there are refineries in Curaçao and there has been drilling in Barbados. As far back as 1807, Dr. Nicholas Nugent noticed the resemblance between part of Trinidad and the country bordering on the Gulf of Taman in Crim Tartary, where "springs of naphtha and petroleum equally abound."

The earliest attempt to obtain oil in the island was made by the Merrimac Company, which experimented with the production of it from Asphalt by a process of distillation in 1856-57; but this did not prove a success. Then the Trinidad Petroleum Company was formed in London with a capital of £250,000, and drilling was started at La Brea in the 'sixties. Oil was struck, but competition with the new oilfields in the United States proved too formidable, and this, coupled with other causes, compelled the company to go into liquidation. The next attempt to win oil was made in 1866, when a civil engineer, named Walter Darwent, proceeded to Trinidad, and started boring at San Fernando and Aripéro. Mr. Darwent struck oil but had not achieved much success when he died in the island in 1868.

For some years nothing more was done, but in the 'seventies a hunter brought a sample of oil to the Warden of Mayaro, alleging that he had found quantities of it in the forest. The sample was sent to the Governor, who forwarded it to the Secretary of State for the Colonies; and in due course it was submitted to an expert. The quality of it was so superfine that the expert declined to believe that it was crude petroleum, and declared that it was artificial. In spite of this discovery of oil, no one could be induced to credit the possibility of the establishment of a local petroleum industry, much less invest money in attempts to recover oil. There was, however, one exception, Mr. Randolph Rust, a man of irrepressible energy and optimism, who constituted himself a missionary of the reputed oilfields. In spite of discouragement, which he met with on every side, and in spite, too, of ridicule, he was determined to prove the existence of oil in paying quantities, and in partnership with Mr. Lee Lum, he brought oil-drilling machinery into Trinidad, and started boring at Aripéro. In 1901 oil was successfully struck there, and in the following year Canadian support was enlisted, and boring operations were conducted with success at Guayaguayare, in the south-east corner of the island, by the Oil Exploration Company of Canada. Their concession was subsequently acquired by the General Petroleum Properties of Trinidad, Ltd., which in turn disposed of the property to Trinidad Leaseholds Ltd. (See page 138.)

The twelfth Earl of Dundonald was also an oil pioneer. In 1907 a new Trinidad Petroleum Company started to bore on land owned by him and Dr. de Wolf near the Pitch Lake with so great a measure of success that they were very soon able to dispose of the venture to the Trinidad Oilfields, Ltd., a company which was successfully floated in 1910. This was the signal for the start of a boom in oil-bearing lands and licences in Trinidad. Within a year, companies with a nominal capital of upwards of £2,500,000 were formed.

Meanwhile development work steadily proceeded, and in addition to the Canadian and the English companies above referred to, the concessionaires of the Pitch Lake were boring for oil under the name of the Trinidad Lake Petroleum Company, Ltd., and meeting with very favourable results.

On April 20th a small party of guests visited Brighton, Trinidad, at the invitation of the Trinidad Lake Petroleum Company, Ltd., and witnessed the inauguration of the local petroleum industry by the Governor, the late Sir George Le Hunte, who, with due formality, turned the tap at the extremity of the pipeline belonging to that company, and allowed the first Trinidad petroleum to be shipped on a commercial basis to flow into the tank steamer *Prudentia*, which, on the following day, sailed with a cargo of 3,800 tons of crude oil for Perth Amboy, New Jersey.

There are now over twenty companies actually engaged in boring for oil in the island whose exports of oil have reached 223,000 imperial gallons in a single year.

Some particulars of the **Arrowroot** industry will be found on page 187; of the **Nutmeg** industry on page 165; of the **Turtle** industry on page 296; and of the **Salt** industry on page 293.

CHAPTER XX

CONCLUDING REMARKS

West Indian Institutions : Agricultural and Commercial
Bodies : The Homeward Voyage

WITHIN the compass of this guide it is not possible to deal with the question of federation which leaps to the lips of every visitor to the British West Indies. The colonies still consist of scattered units and groups ; but in May, 1926, a tendency to " get together " manifested itself in an official West Indian Conference held in London. The delegates, representative of every colony in the West Indies, and British Guiana and British Honduras, were unanimous in recommending the establishment of a Standing Conference, with a permanent secretariat, for the discussion of affairs of common interest. Their report is summarised in " The Handbook of the British West Indies, British Guiana, and British Honduras," in which the reader will also find an article on the historical aspect of Federation. The Standing Conference has now been set up, and the first of a series of triennial meetings was held in Barbados in 1929.

Another consolidating influence is the Advisory Department of Agriculture. Founded in 1898 as the Imperial Department of Agriculture, following the recommendations of the Royal Commission of the preceding year, it was amalgamated as such in 1922 with what is now the Imperial College of Tropical Agriculture, an institution which was founded in 1921. British Guiana, Jamaica, Barbados and Trinidad and Tobago (with Grenada) have their own departments of agriculture, but those of St. Vincent, St. Lucia, and the

Leeward Islands are linked with the Advisory Department of Agriculture. Each colony has, besides the above-named organisations, agricultural and commercial bodies which are always glad to afford information to prospective settlers and to visitors and capitalists desirous of becoming acquainted with its agricultural and industrial prospects. There is also the Associated West Indian Chambers of Commerce, with head-quarters in Port of Spain.

Mention must also be made of the West India Committee, the oldest colonial institution in the mother country, whose objects, as defined in the Royal charter granted to it by King Edward VII in 1904, are "by united action to promote the interest of the industries and trade, and thus increase the general welfare of the British West Indies, British Guiana and British Honduras." The offices of the Committee, whose staff is glad to answer enquiries regarding the West Indies, are at 14, Trinity Square, London, E.C.3.

Among other West Indian institutions in England are the West Indian Club, established in 1898, with premises at 4, Whitehall Court, and the West Indian Produce Association (14, Creechurch Lane, London, E.C.), where every kind of West Indian produce can be obtained. It should interest American visitors to learn that the last-named organisation, which enjoys Royal Patronage, is incorporated with the historic firm of Davison, Newman and Co., whose ancient sign of the Crown and Three Sugar Loaves still hangs over the door. There is a tradition that this firm, established as far back as 1650, supplied some of the tea for the "Boston Tea Party."

The patient reader of this Pocket Guide having now been taken through Bermuda, British Guiana, British Honduras, and the West Indian islands, and introduced to their industries, nothing remains to be added except, perhaps, a few words regarding the homeward voyage. Though "Home," as the West Indian always calls the mother country, whether he has visited it or not, has its magic attraction for creole, colonist, and tourist

alike, the return voyage, which might be expected to be fraught with more enjoyment than the outward, is not to be compared with it for conviviality. The spirits of those on board the homeward steamer fall with the thermometer, the result being that, as the ship nears port, dances, sports, and kindred amusements are less freely resorted to. In an earlier chapter a note of warning was sounded as to the necessity of keeping in reserve an adequate supply of warm clothing and wraps for the homeward journey, and this it is very desirable to reiterate.

When he is in the West Indies, the tales of their climate in the old days lose their terror for the tourist. The case is altered, and it is upon the mother country that he begins to look with suspicion which is fostered by the reports of influenza and sickness that reach him during his travels. Let him then wrap up well, and remember that what he could do in the tropics he cannot do coming up the Channel.

The enthusiastic tourist will doubtless bring back with him many souvenirs, of places visited, such as lace-bark d'oyleys, stuffed flying-fish, sugar-canes, pottery, bitter cups (made of quassia wood, which instantly renders water put in them as bitter as can be) from Barbados; cleverly stuffed alligators, Indians' bead aprons and brilliantly plumed head-dresses from British Guiana; lace-bark whips, walking-sticks, pottery, and a hundred and one fairings from Jamaica; delicately woven Arima baskets and fans, East Indian jewellery, balata models and calabashes from Trinidad; liquorice seed purses and bags from Antigua; and stuffed "crapauds" or frogs and sawyer beetles from Dominica, to mention only a few of the articles more commonly purchased. But he will not require the help of these to remind him of his visit to the exquisitely beautiful Islands of the West, the impression of which will never fade from his memory.

APPENDIX I.

SHIPPING SERVICES

The table set out below is intended to show how the principal ports referred to in the preceding pages can be reached most expeditiously. The numbers are those of the shipping companies in the list in the following pages.

	From Great Britain	From Europe	From Canada	From United States
ANTIGUA . . .	3, 8, A, B, C, D	..	24	24, 43, 45
BAHAMAS . . .	7, D, F	..	24	24, 33
BARBADOS . . .	2, 3, 7, 10	14, 18, 19	24, 25	24, 28, 31, 42, [43, 45
BERMUDA . . .	5, 7	15	24	24, 30, 41
BRITISH GUIANA . . .	1, 3, 10	13, 14, 18, 19	24, 25	24, 42, 43, 45
BRITISH HONDURAS . . .	F	..	24	24, 44
CARTAGENA . . .	7, 9, 10	11, 12, 13, 14, 16, 17, 18, 19	..	29, 37, 44
CRISTOBAL-COLON . . .	2, 5, 6, 7, 8, 9, 10	11, 13, 14, 16, 18, 19, 21, 22	..	32, 36, 37, 38, [44
CUBA . . .	5	13, 15, 22, 23	..	27, 33, 34, 36,
CURAÇAO . . .	7, 8, 9, 10	11, 12, 13, 14, 16, 17, 18, 19, 21	..	40, 42 [39, 44
DOMINICA . . .	A, B, C, D	..	24	24, 43, 45
GRENADA . . .	3, A, B, C, D	..	24	24, 43, 45
GUADELOUPE . . .	8	13	..	43, 45
HAITI . . .	10	12, 13, 14, 17, 18, 19	..	29, 38, 42
JAMAICA . . .	2, 4, 5, 7	12, 15, 17, 20, 22	24, 25	24, 26, 27, 33, [44
LA GUAIRA . . .	2, 7, 8, 9, 10	11, 12, 13, 14, 16, 17, 18, 19, 21	..	40, 42
MARACAIBO . . .	G	G	..	40, 42
MARTINIQUE . . .	8	13	..	43, 45
MONTSERRAT . . .	A, D	..	24	24
NEVIS . . .	A, D	..	24	24, 45
PORT LIMON . . .	9, 10	11, 14, 16, 18, 19	..	44
PORTO RICO . . .	..	12, 13, 17	..	35, 40
PUERTO CABELLO . . .	7, 9, 10	11, 12, 13, 14, 16, 17, 18, 19	..	40, 42
PUERTO COLOMBIA . . .	7, 8, 9, 10	11, 12, 13, 14, 16, 17, 18, 19, 21	..	29, 37, 44
ST. KITTS . . .	A, B, C	..	24	24, 43, 45
ST. LUCIA . . .	A, B, C	13	24	24, 43, 45
ST. THOMAS . . .	E	..	..	31, 45
ST. VINCENT . . .	A, D	..	24	24, 43, 45
SANTA CRUZ . . .	E	..	..	31, 45
SANTA MARTA . . .	2	12, 17, 20	..	44
SANTO DOMINGO . . .	..	12, 17	..	35
SURINAM . . .	10	10, 13, 14, 18, 19	..	42
TOBAGO . . .	E	E	E	E
TRINIDAD . . .	2, 3, 7, 8, 9, 10	11, 12, 13, 14, 16, 17, 18, 19, 21	24, 25	24, 31, 42, 43, 45
TURKS ISLANDS . . .	2	..	..	35

A, via Barbados and (24). B, via Barbados and (43). C, via Martinique and (43). D, via Bermuda and (24). E, via Trinidad. F, via Jamaica and (24). G, via Curaçao and (40) or (42).

FROM THE UNITED KINGDOM

(1) **THE BOOKER LINE.** LIVERPOOL: Booker Bros., McConnell & Co., Ltd., 77, The Albany (Central 3103). LONDON: 21, Mincing Lane, E.C. (Royal 4638).

Route: Liverpool to Georgetown (British Guiana).

Fares.	Port.	1st Class.	Sailing.
	British Guiana (Georgetown)	£30	Monthly

Duration of Voyage: Liverpool to Georgetown—17 days.

Size of Vessels: 3,000 to 4,000 tons.

(2) **ELDERS & FYFFES, Ltd.** LONDON: 31-32, Bow Street, W.C. 2 (Temple Bar 5555).

Routes: I. Avonmouth to Bridgetown (Barbados), Port of Spain (Trinidad), La Guaira (Venezuela), Cristobal (Panama Canal Zone), and Kingston (Jamaica), and thence to Avonmouth direct.

II. Avonmouth to Kingston (Jamaica), Grand Turk (Turks Islands), and Santa Marta (Colombia), returning to Avonmouth direct, and *via* both Barbados and Trinidad, in alternate sailings.

III. Liverpool to Kingston (Jamaica).

Fares.	Ports.	1st Class.	Sailings.
	Barbados (Bridgetown)	£35	Fortnightly
	Cristobal	£40	Fortnightly
	Jamaica (Kingston)	£35	Weekly
	La Guaira	£40	Fortnightly
	Santa Marta	£40	Weekly
	Trinidad (Port of Spain)	£35	Fortnightly

Duration of Voyage: Avonmouth to Bridgetown—13 days.

Avonmouth to Jamaica—14 days.

Size of Vessels: 4,000 to 7,000 tons.

(3) **THE HARRISON LINE.** LIVERPOOL: Thos. & Jas. Harrison, Mersey Chambers (Central 3380). LONDON: Dock House, Billiter Street, E.C.3 (Monument 4231).

Route: London to St. John's (Antigua) (every eighth week), Bridgetown (Barbados), St. George's (Grenada), Port of Spain (Trinidad), and Georgetown (British Guiana), returning by same ports to London.

Fares.	Ports.	1st Class.	Sailings.
	Antigua (St. John's)	£35	Alternate months
	Barbados (Bridgetown)	£35	Monthly
	British Guiana (Georgetown)	£38	"
	Grenada (St. George's)	£35	"
	Trinidad (Port of Spain)	£35	"

Duration of Voyage: London to Barbados—13 days.

Size of Vessels: 5,700 to 6,000 tons.

(4) **THE JAMAICA DIRECT FRUIT LINE, Ltd.** LONDON: Kaye, Son & Co., Ltd., Fenton House, 112, Fenchurch Street (Monument 4567).

Route : London to Kingston (Jamaica), returning to London *via* Plymouth and Rotterdam.

Fares.	Port.	1st Class.	Sailing.
	Jamaica (Kingston)	£30	Fortnightly

Duration of Voyage : London to Kingston—15 days.
Size of Vessels : 8,000 tons.

(5) **THE PACIFIC STEAM NAVIGATION COMPANY.** LIVERPOOL: Goree, Water Street (Bank 9150). LONDON: Royal Mail House, Leadenhall Street, E.C.3 (Royal 9120). NEW YORK: Sanderson & Sons, Inc., 26, Broadway.

Route : Liverpool *via* La Rochelle, Santander, Coruña, and Vigo to Hamilton (Bermuda), Havana (Cuba), Kingston (Jamaica) [occasionally], Cristobal, and Balboa *en route* to Pacific ports, returning by same route to Plymouth [occasionally] and Liverpool.

Fares.	Ports.	1st Class.	2nd Class.	Sailings.
	Bermuda (Hamilton)	£40	£25	Monthly
	Cristobal	£55	£35	Fortnightly
	Cuba (Havana)	£50	£34	"
	Jamaica (Kingston)	£50	£34	Occasionally

Duration of Voyage : Liverpool to Havana—17 days.

Size of Vessels : 9,000 to 18,000 tons.

(6) **THE ROYAL MAIL STEAM PACKET COMPANY.** LONDON: Royal Mail House, Leadenhall Street, E.C.3 (Royal 9120); America House, Cockspur Street, S.W.1 (Regent 4975). NEW YORK: Sanderson & Sons, Inc., 26, Broadway.

Route : London and Swansea to Cristobal (Panama Canal Zone).

Fares.	Port.	1st Class.	Sailings.
	Cristobal	£41	Abt. Fortnightly

Duration of Voyage : London to Cristobal—17 days.

Size of Vessels : 9,400 tons.

(7) **LEYLAND LINE.** LIVERPOOL: 27, James Street (Bank 500). LONDON: 38, Leadenhall Street, E.C. (Monument 3400).

Routes : I. Liverpool to Bridgetown (Barbados), Port of Spain (Trinidad), La Guaira (Venezuela), Willemstad (Curaçao), Puerto Cabello (Venezuela), Puerto Colombia and Cartagena (Colombia), and Colon (Panama).

II. Glasgow and Liverpool to Bermuda, Nassau (Bahamas), Glasgow and Liverpool to Kingston (Jamaica).

Fares.	Ports.	2nd Class.	Sailings.
	Barbados (Bridgetown).	£27 10	Twice monthly
	Colon	£33 10	" "
	Trinidad (Port of Spain)	£27 10	" "

Other fares on application.

Duration of Voyage : Liverpool to Barbados—15 days.

Size of Vessels : 3,950 to 10,400 tons.

(8) **COMPAGNIE GÉNÉRALE TRANSATLANTIQUE, Ltd.**
 LONDON: 20, Cockspur Street, S.W. (Gerrard 9526). PARIS: 5, Rue Auber. NEW YORK: 19, State Street.

Route: Outward.—Plymouth, Bordeaux, Pointe-à-Pitre and Basse-Terre (Guadeloupe), Fort-de-France (Martinique), (for Antigua and St. Kitts), Port of Spain (Trinidad), Carupano and La Guaira (Venezuela), Willemstad (Curaçao), Puerto Colombia (Colombia), and Cristobal (Panama Canal Zone).

Homeward.—Cristobal, Puerto Colombia, Willemstad, Puerto Cabello, La Guaira, Carupano, Port of Spain, Fort-de-France, Basse-Terre, Pointe-à-Pitre, and Plymouth.

Fares.	Ports.	1st Class.	2nd Class.	Sailings.
Guadeloupe.	.	£26 0	£18 10	Monthly
Martinique .	.	£26 0	£18 10	"
Trinidad .	.	£32 0	£26 10	"
Carupano .	.	£46 10	£33 10	"
La Guaira .	.	£46 10	£33 10	"
Curaçao .	.	£46 10	£33 10	"
Puerto Colombia .	.	£49 10	£33 10	"
Cristobal .	.	£49 10	£33 10	"

Duration of Ocean Voyage: 11 days.

Size of Vessels: 10,600 and 11,336 tons.

(9) **HAMBURG-AMERICAN LINE.** LONDON: W. H. Muller & Co., 66-68 Haymarket, S.W. (Regent 7331). HAMBURG: Hamburg-Amerika Line, Alsterdamm.

Route: Southampton or Plymouth to Barbados, Port of Spain (Trinidad), La Guaira and Puerto Cabello (Venezuela), Willemstad (Curaçao), Puerto Colombia and Cartagena (Colombia), Cristobal (Panama Canal Zone), Port Limon (Costa Rica), Puerto Barrios (Honduras), and back by the same ports to Plymouth, Cherbourg, Amsterdam and Hamburg.

Fares.	Ports.	1st Class.	2nd Class.	Sailings.
Barbados .	.	£35 0	£27 0	Fortnightly
Trinidad .	.	£35 0	£27 0	"
La Guaira .	.	£52 0	£28 0	"
Puerto Cabello .	.	£52 0	£28 0	"
Curaçao .	.	£52 0	£28 0	"
Puerto Colombia .	.	£54 10	£28 0	"
Cartagena .	.	£54 10	£28 0	"
Cristobal .	.	£54 10	£28 0	"
Port Limon .	.	£54 10	£28 0	"

Duration of Voyage: Southampton to Trinidad—11 days.

Size of Vessels: 6,800 to 9,800 tons.

(10) **ROYAL NETHERLANDS STEAMSHIP COMPANY.** LONDON: Phs. van Ommeren (London), Ltd., 19, Pall Mall, S.W.1 (Regent 4529); and 27, Leadenhall Street, E.C.3 (Monument 0021). NEW YORK: 25, Broadway.

Routes : I. *Colon Line*.—Dover to Bridgetown (Barbados), Port of Spain (Trinidad), La Guaira and Puerto Cabello (Venezuela), Willemstad (Curaçao), Puerto Colombia and Cartagena (Colombia), Cristobal (Panama Canal Zone) and Port Limon (Costa Rica), and back by the same route to Plymouth.

II. *Surinam Line*.—Dover to Madeira, Paramaribo (Surinam), Georgetown (British Guiana), Bridgetown (Barbados), Port of Spain (Trinidad), Carupano, Pampatar, Pte. Sucre, La Guaira and Puerto Cabello (Venezuela), Willemstad (Curaçao), Port au Prince (Haiti) and New York, and back by the same route to Plymouth.

Fares.	Ports.	1st Class.	2nd Class.	Sailings.
<i>Colon Line</i> —				
	Barbados (Bridgetown).	£35 0	£27 10	Fortnightly
	Cartagena	£54 10	£31 10	"
	Cristobal	£54 10	£31 10	"
	Curaçao	£52 0	£31 10	"
	La Guaira	£52 0	£31 10	"
	Puerto Cabello . . .	£52 0	£31 10	"
	Puerto Colombia . .	£54 10	£31 10	"
	Port Limon	£54 10	£31 10	"
	Trinidad (Port of Spain)	£35 0	£27 10	"
<i>Surinam Line</i> —				
	Barbados	£45 0	£27 10	Three weekly
	British Guiana (Georgetown)	£40 0	£27 10	"
	Carupano	£45 0	£33 10	"
	Curaçao	£57 0	£33 10	"
	La Guaira	£57 0	£33 10	"
	Haiti (Port au Prince) .	£65 0	£40 0	"
	Puerto Cabello . . .	£57 0	£33 10	"
	Surinam (Paramaribo) .	£40 0	£27 10	"
	Trinidad	£45 0	£27 10	"

Duration of Voyage : Dover to Barbados—10½ to 13 days. Dover to Paramaribo (Surinam)—16 days. Dover to Georgetown (British Guiana)—20 days.

Size of Vessels : 4,500 to 14,000 tons.

FROM BELGIUM

(11) **HAMBURG-AMERICAN LINE** [see (9)].

Antwerp to Southampton or Plymouth and thence to West Indian ports.

(12) **THE HORN LINE** [see (17)].

Antwerp to West Indian ports.

FROM FRANCE

(13) **COMPAGNIE GÉNÉRALE TRANSATLANTIQUE** [see (8)].

Routes : I. See (8) above.

II. *Outward*.—St. Nazaire, Pointe-à-Pitre and Basse-Terre (Guadeloupe), Fort-de-France (Martinique), La Guaira (Venezuela), Puerto Colombia and Cartagena (Colombia), and Cristobal (Panama Canal Zone).

Homeward.—Cristobal, Puerto Colombia, Willemstad (Curaçao), Puerto Cabello (Venezuela), La Guaira, Carupano (Venezuela), Fort-de-France, Basse-Terre, Pointe-à-Pitre, Santander (Spain), and St. Nazaire.

An intercolonial steamer connects with this service at Fort-de-France (Martinique) and sails to Castries (St. Lucia), Port of Spain (Trinidad), Georgetown (British Guiana), Paramaribo (Surinam), Cayenne, and back.

Fares.	Ports.	1st Cabin.	2nd Cabin.	Sailings.
	British Guiana . . .	£36 0	£30 0	Monthly
	Cartagena . . .	£49 10	£33 10	"
	Carupano . . .	£46 10	£33 10	"
	Cristobal . . .	£49 10	£33 10	"
	Curaçao . . .	£46 10	£33 10	"
	Guadeloupe. . .	£26 0	£18 10	"
	Martinique . . .	£26 0	£18 10	"
	La Guaira . . .	£46 10	£33 10	"
	Puerto Colombia . . .	£49 10	£33 10	"
	St. Lucia . . .	£32 0	£26 10	"
	Surinam . . .	£36 0	£30 0	"
	Trinidad . . .	£32 0	£26 10	"

Duration of Ocean Voyage : Bordeaux and St. Nazaire to Pointe-à-Pitre—11 days.

Size of Vessels : 8,500 tons.

III. Bordeaux to San Juan (Porto Rico), Puerto-Plata, Cap Haitien, Port-de-Paix, Gonaives, St. Marc, and Port-au-Prince (Haiti), Santiago-de-Cuba (Cuba), Petit-Goave, Jérémie, Les Cayes, and Jacmel (Haiti), and back to Havre.

Fares.	Port.	1st Class.	2nd Class.	Cabin Class.	Sailings.
	Haiti . . .	£45	£37	£36	Occasionally

Duration of Ocean Voyage : 19 days.

Size of Vessels : 3,746 to 6,000 tons.

IV.—Havre to Havana (Cuba) *via* Vigo, and the Canary Islands ; thence to Houston and back to Havre direct.

Fare.	Port.	Cabin Class.	Sailings.
	Cuba (Havana) . . .	£29	Monthly

Duration of Ocean Voyage : Canary Islands to Cuba—14 days.

Size of Steamers : 9,500 to 11,500 tons.

V.—*Outward* : St. Nazaire, Santander, Gijon, Coruña, Havana (Cuba), and Vera Cruz.

Homeward : Vera Cruz, Havana, Coruña, Santander to Plymouth and Havre.

Fares.	Port.	1st Class.	2nd Class.	Sailings.
	Cuba (Havana) . . .	£44	£34	Monthly

Duration of Ocean Voyage : Coruña to Havana—11 days.

Size of Vessels : 11,000 to 12,000 tons.

(14) **ROYAL NETHERLANDS STEAMSHIP COMPANY** [see (10)].

Route : From Boulogne-sur-Mer to ports in the West Indies and Spanish Main.

(15) **THE PACIFIC STEAM NAVIGATION COMPANY** [see (5)].

Route : La Rochelle-Pallice to Hamilton (Bermuda), Havana (Cuba), and occasionally to Kingston (Jamaica).

FROM GERMANY

(16) **HAMBURG-AMERICAN LINE** [see (9)].

Route : Hamburg to Antwerp and Southampton or Plymouth, and thence to West Indian ports.

(17) **THE HORN LINE.** LONDON : H. Maclaine & Co. (London), Ltd., 83, Leadenhall Street, E.C.3 (Avenue 3125). Head Office : Flensburg, Germany.

Routes : I.—Hamburg and Antwerp to Port of Spain (Trinidad), La Guaira, Puerto Cabello (Venezuela), Willemstad (Curaçao), Santa Marta and Puerto Colombia (Colombia); returning *via* Cartagena, Willemstad, Puerto Cabello, La Guaira and Port of Spain to Hamburg.

II.—Hamburg and Antwerp to San Juan (Porto Rico), Puerto Plata (Santo Domingo), Cap Haitien, Gonaives, St. Marc, and Port-au-Prince (Haiti) and Kingston (Jamaica), returning *via* Jacmel (Haiti), San Domingo and San Pedro de Macoris (Santo Domingo), Curaçao and Puerto Plata to Le Havre and Hamburg.

Fares.	Ports.	1st Class.	Sailings.
	Trinidad (Port of Spain)	\$160	Fortnightly
	Venezuela (La Guaira)	\$170	"
	" (Puerto Cabello)	\$170	"
	Curaçao (Willemstad)	\$170	"
	Colombia (Santa Marta)	\$175	"
	" (Puerto Colombia)	\$175	"
	" (Cartagena)	\$175	"
	Porto Rico	\$140	Monthly
	Haiti	\$150	"
	Jamaica (Kingston)	\$150	"
	Santo Domingo	\$165	"

Duration of Voyage : Hamburg to Port of Spain—18 days.
Hamburg to San Juan (Porto Rico)—19–22 days.

Size of Vessels : 5,250 tons.

(18) **THE ROYAL NETHERLANDS STEAMSHIP COMPANY.** [see (10)].

Route : Hamburg to Amsterdam, Boulogne and Dover and thence to West Indian Ports.

FROM HOLLAND

(19) THE ROYAL NETHERLANDS STEAMSHIP COMPANY

[see (10) and (42)].

(20) ELDERS & FYFFES, Ltd. [see (2)].**Route :** Rotterdam to Kingston (Jamaica) and Santa Marta (Colombia).

Fare.	<i>Ports.</i>	<i>1st Class.</i>	Sailings.
	Jamaica (Kingston)	£35	Weekly
	Colombia (Santa Marta)	£40	"

Duration of Voyage : To Kingston—15 days. To Santa Marta—16 days.**Size of Vessels :** 5,500 tons.

FROM ITALY AND SPAIN

(21) NAVIGAZIONE GENERALE ITALIANA. LONDON: TheItalian Travel Bureau, 16, Waterloo Place, S.W. 1 (Regent 7972).
Head Office: Genoa.**Routes :** Genoa, Marseilles, Barcelona and Cadiz to Port of Spain (Trinidad), La Guaira (Venezuela), Willemstad (Curaçao), Puerto Colombia (Colombia), and Colon.

Fares.	<i>Ports.</i>	<i>1st Class.</i>	<i>2nd Class.</i>	Sailings.
	Colon	£55	£33	Monthly
	Curaçao (Willemstad)	£50	£30	"
	Venezuela (La Guaira)	£50	£30	"
	Colombia (Puerto Colombia)	£55	£33	"
	Trinidad (Port of Spain)	£50	£30	"

Duration of Ocean Voyage : Cadiz to Port of Spain—10 days.**Size of Vessels :** 12,000 tons.**(22) THE PACIFIC STEAM NAVIGATION COMPANY** [see (5)].**Route :** Santander, Coruña and Vigo to Havana (Cuba), Kingston (Jamaica) [occasionally], Cristobal and Balboa, *en route* to Pacific ports.**(23) COMPAGNIE GÉNÉRALE TRANSATLANTIQUE, LTD.** [see (8)].**Route :** Santander to Havana (Cuba).

Fares.	<i>Port.</i>	<i>1st Class.</i>	<i>2nd Class.</i>	Sailings.
	Cuba (Havana)	£44	£34	Monthly

Duration of Ocean Voyage : Santander to Havana—12 days.**Size of Vessels :** 11,000 to 12,000 tons.

FROM CANADA

(24) CANADIAN NATIONAL STEAMSHIPS. CANADA: 384, St. James Street, West, Montreal. LONDON: 17-19, Cockspur Street, S.W. 1 (Regent 2150).

Western Route : Halifax, N.S., in winter, and Montreal in summer, and Boston, U.S.A., to Hamilton (Bermuda), Nassau (Bahamas) and Kingston (Jamaica), where connection can be made with Belize (British Honduras).

Fares.	Ports.	1st Class.	Sailings.
	Bermuda (Hamilton) . . .	\$40.00	Fortnightly
	Bahamas (Nassau) . . .	\$90.00	"
	Jamaica (Kingston) . . .	\$102.00	"
	Jamaica (Kingston) to British Honduras (Belize) . . .	\$50.00	"

Duration of Voyage : Halifax to Bermuda—3 days. British Honduras—13 days.

Size of Vessels : 4,800 tons.

Eastern Route : Halifax, N.S., and Boston, U.S.A., to Hamilton (Bermuda), Basseterre (St. Kitts), Charlestown (Nevis), Saint John's (Antigua), Plymouth (Montserrat), Roseau (Dominica), Castries (St. Lucia), Bridgetown (Barbados), Kingstown (St. Vincent), St. George's (Grenada), Port of Spain (Trinidad), and Georgetown (British Guiana).

Fares.	Ports.	1st Class.	Sailings.
	Bermuda (Hamilton) . . .	\$40.00	Fortnightly
	Antigua (St. John's) . . .	\$90.00	"
	Barbados (Bridgetown). . .	\$100.00	"
	British Guiana (Georgetown). . .	\$115.00	"
	Dominica (Roseau) . . .	\$95.00	"
	Grenada (St. George's) . . .	\$105.00	"
	Montserrat (Plymouth). . .	\$90.00	"
	Nevis (Charlestown) . . .	\$85.00	"
	St. Kitts (Basseterre) . . .	\$85.00	"
	St. Lucia (Castries) . . .	\$95.00	"
	St. Vincent (Kingstown) . . .	\$105.00	"
	Trinidad (Port of Spain) . . .	\$110.00	"

Duration of Voyage : Halifax to Bermuda—3 days. Halifax to Demerara—14 days.

Size of Vessels : 4,800 tons.

(25) **THE CANADIAN TRANSPORT CO., Ltd.** VANCOUVER, B.C. : Metropolitan Building.

Routes : Vancouver to Kingston (Jamaica) direct every six weeks. Vancouver to Trinidad and Barbados every month, and British Guiana every six weeks.

Fares by arrangement.

Duration of Voyage : Vancouver to Jamaica—23 days. Vancouver to Trinidad—25 days.

Size of Vessels : about 8,000 tons.

FROM UNITED STATES

(26) **AMERICAN FRUIT & STEAMSHIP CORPORATION.** NEW YORK : 25, Broadway.

Route : New York to Kingston (Jamaica).

Fare.	<i>Port.</i>	<i>1st Class.</i>	Sailings.
	Jamaica (Kingston)	\$75	Twice weekly
Duration of Voyage : 4½ days.			
Size of Vessels : 1,607 to 3,100 tons.			

(27) **THE ATLANTIC NAVIGATION CORPORATION.** NEW YORK: 17, Battery Place.

Routes : New York to Cuban ports and New York to Jamaica.

Fares.	<i>Ports.</i>	<i>1st Class.</i>	Sailings.
	Cuba	\$75	Weekly
	Jamaica	\$85	"

(28) **THE BOOTH STEAMSHIP CO., Ltd.** HEAD OFFICE: Cunard Building, Liverpool; LONDON OFFICE: 11, Adelphi Terrace, W.C. 2. NEW YORK: Booth American Shipping Corporation, 17, Battery Place.

Route : New York to Bridgetown (Barbados) *en route* to South American ports.

Fare.	<i>Port.</i>	<i>1st Class.</i>	<i>2nd Class.</i>	Sailings.
	Barbados (Bridgetown).	\$110.00	\$50.00	
Duration of Voyage : New York to Barbados—9 days.				
Size of Vessels : 4,000 to 5,000 tons.				

(29) **COLOMBIAN STEAMSHIP COMPANY, Incorporated.** NEW YORK: 17, Battery Place (Whitehall 8000).

Routes : I.—New York to Port-au-Prince (Haiti), Puerto Colombia and Cartagena (Colombia) (weekly).

II.—New York to Gonaives, Cape Haiti, Port de Paix, St. Marc, Port-au-Prince, Petit Goave, Miragoane, Jérémie, Aux Cayes and Jacmel (monthly).

Fares.	<i>Ports.</i>	<i>1st Class.</i>	Sailings.
	Port-au-Prince (direct)	\$60	Weekly
	Puerto Colombia	\$80	"
	Cartagena	\$80	"
	Haitian Ports	\$60 to \$80	Monthly

Duration of Voyage : New York to Port-au-Prince (direct)—6 days.

Size of Vessels : 4,100 tons.

(30) **THE FURNESS BERMUDA LINE.** NEW YORK: 34, Whitehall Street (Bowling Green 7800). LONDON: Furness, Withy & Co., Ltd., Furness House, Leadenhall Street, E.C.3, (Monument 2525). CANADA: 315, St. Sacrament Street Montreal; 71, Upper Water Street, Halifax, N.S.

Route : New York to Hamilton (Bermuda).

Fare.	<i>Port.</i>	<i>1st Class.</i>	Sailings.
	Bermuda (Hamilton)	\$70 return	Twice a week

Duration of Ocean Voyage : 2 days.

Size of Vessels : 19,100 tons.

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(31) **THE FURNESS BERMUDA LINE** (West Indies Dept.) [see (30)].

Route : New York to St. Thomas, Frederiksted (St. Croix), Bridgetown (Barbados), and Port of Spain (Trinidad) and back calling at the same ports.

Fares.	Ports.	1st Class.	Sailings.
	Barbados (Bridgetown) . . .	\$100	Alternate
	Trinidad (Port of Spain) . . .	\$100	weekly
	St. Croix (Frederiksted) . . .	\$90	and
	St. Thomas	\$90	fortnightly

Duration of Ocean Voyage : New York to St. Thomas—5 days.

Size of Vessels : 5,500–7,700 tons.

(32) **GRACE LINE.** LONDON 147, : Leadenhall Street, E.C. NEW YORK : 10, Hanover Square.

Route : New York to Cristobal and Balboa *en route* to Colombia, Ecuador, Peru and Chile.

Fares.	Ports.	1st Class.	Sailings.
	Cristobal	\$145	Weekly
	Balboa	\$150	”

Duration of Voyage : New York to Cristobal—5 and 6 days.

Size of Vessels : 8,000 tons.

(33) **THE MUNSON STEAMSHIP LINE.** NEW YORK : 67, Wall Street (Bowling Green 3300). GLASGOW : Clark & Service, 21, Bothwell Street (Central 6782).

Routes : I.—New York to Nassau (Bahamas).

II.—Nassau to Miami (Florida).

III.—New Orleans to Havana (Cuba).

IV.—New York to Nassau (Bahamas), Kingston (Jamaica), Havana (Cuba), Nassau, New York in the winter months.

Fares.

Fares.	Ports.	Winter.		Summer.	Sailings.
		1st.	1st.	1st.	
	Cuba (Havana)	\$100	\$75		Weekly
	Nassau	\$86	\$75		Weekly in winter ¹
	Miami	\$25	\$75		Thrice weekly in winter

Duration of Voyage : New York to Nassau—3½ days. Nassau to Miami—overnight.

Size of Vessels : 7,500 to 21,000 tons.

(34) **NEW YORK AND CUBA MAIL STEAMSHIP COMPANY.** NEW YORK : Foot of Wall Street.

Routes : New York, Havana (Cuba), and Mexican Gulf ports.

Fares.	Port.	1st Class.	2nd Class.	Sailings.
	Cuba (Havana)	\$80	\$60	Bi-weekly

Duration of Voyage : New York to Havana—3 days.

¹ Fortnightly in Summer.

(35) THE NEW YORK & PORTO RICO STEAMSHIP COMPANY. New York: Foot of Wall Street (John 4600).

Routes : I.—New York to San Juan (Porto Rico).

II.—New York to Azua, Barahona, La Romana, Macoris, Monte Cristi, Puerto Plata, Samana and Sanchez (Santo Domingo) and Turks Islands.

III.—New York to Santo Domingo City direct.

Fares.	Ports.	1st Class.	Sailings.
	Porto Rico (San Juan)	\$70	Weekly
	Santo Domingo (Ports of)	\$85	Every 3 weeks
	Santo Domingo City	\$85 to \$100	"
	Grand Turk (Turks Islands)	\$85 to \$100	"
	Santo Domingo City (Direct Service)	\$95	Weekly

Duration of Voyage : New York to Porto Rico—4 to 5 days.

New York to Santo Domingo City (direct)—5 days.

Size of Vessels : 11,000 tons.

(36) PACIFIC STEAM NAVIGATION COMPANY. [See (5).]

Route : New York, Havana (Cuba), and Cristobal, and Balboa (Panama Canal Zone).

Fares.	Ports.	1st Class.	Sailings.
	Canal Zone (Balboa and Cristobal)	\$145	Monthly
	Cuba (Havana)	\$85	"

Duration of Voyage : New York to Havana—4 days.

Size of Vessels : 8,500 tons.

(37) THE PANAMA MAIL STEAMSHIP COMPANY. NEW YORK: 10, Hanover Square.

Route : New York to Puerto Colombia and Cartagena (Colombia), and Cristobal (Panama Canal Zone).

Fares.	Ports.	1st Class.	Sailings.
	Puerto Colombia (Colombia and Cartagena).	\$145	Every 2 weeks
	Cristobal (Canal Zone)	\$145	"

(38) THE PANAMA RAILROAD STEAMSHIP LINE. NEW YORK: 24 State Street (Bowling Green 5380).

Route : New York to Port-au-Prince (Haiti) and Cristobal (Panama Canal Zone).

Fares.	Ports.	1st Class.	Sailings.
	Cristobal	\$100	Fortnightly
	Haiti (Port-au-Prince)	\$75	"

Duration of Voyage : New York to Cristobal—8 days.

(39) THE PENINSULAR & OCCIDENTAL STEAMSHIP CO.

FLORIDA: Jacksonville (Florida 5-0985).

Routes : I.—Key West (Florida) and Havana (Cuba).

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II.—Port Tampa (Florida) and Havana (Cuba).

Sailings : Daily from Key West except Sundays and Wednesdays. Daily from Havana to Key West except Sundays and Thursdays. Tuesdays and Saturdays from Havana to Port Tampa. Sundays and Thursdays from Port Tampa to Havana.

Fares.	<i>Ports.</i>	<i>1st Class.</i>	Sailings.
Cuba (Havana) :			
From Key West		\$17.50	As above
„ Port Tampa		\$35.50	

Duration of Voyage : Key West to Havana—6 hours. Port Tampa to Havana—24 hours.

(40) RED "D" LINE (THE ATLANTIC & CARIBBEAN STEAM NAVIGATION CO.). NEW YORK: 120, Wall Street (Andrews 3-7780).

Routes : New York to San Juan (Porto Rico), La Guaira and Puerto Cabello (Venezuela), Willemstad (Curaçao), and Maracaibo.

Fares.	<i>Ports.</i>	<i>1st Class.</i>	Sailings.
Curaçao (Willemstad)		\$105.00	Weekly
Venezuela (La Guaira)		\$95.00	„
„ (Maracaibo)		\$120.00	„
„ (Puerto Cabello)		\$100.00	„
Porto Rico (San Juan)		\$70.00	„

Duration of Voyage : New York to San Juan—5 days.

Size of Vessels : 2,300 to 3,400 tons.

(41) CANADIAN PACIFIC STEAMSHIPS, LTD. NEW YORK: 344 Madison Avenue. MONTREAL: Windsor Station. LONDON: 62, Charing Cross, S.W.1. (Regent 5100).

Route : New York to Hamilton (Bermuda).

Fares.	<i>Port.</i>	<i>1st Class.</i>	Sailings.
		Return.	
Bermuda (Hamilton)		\$70	Weekly

Duration of Voyage : New York to Bermuda—2 days.

Size of Vessel : 20,000 tons.

(42) ROYAL NETHERLANDS STEAMSHIP COMPANY [see (10)].

Route : I.—See (10), Route II.

Fares.	<i>Ports.</i>	<i>1st Class.</i>	<i>2nd Class.</i>
British Guiana (Georgetown). . . .		\$150	\$100
Carupano		\$135	\$90
Cumana		\$125	\$85
Curaçao (Willemstad)		\$105	\$70
La Guaira		\$115	\$80
Port-au-Prince		\$75	\$50
Puerto Cabello		\$110	\$75
Trinidad (Port of Spain)		\$140	\$95

Route : II. *Outward.*—New York, La Guaira and Puerto Cabello (Venezuela), Willemstad (Curaçao), Maracaibo.

Homeward.—Maracaibo, Willemstad, La Guaira, New York.

Fares.	Ports.	1st Class.
Curaçao		\$95
La Guaira		\$95
Maracaibo		\$105
Puerto Cabello		\$95

Route : III.—New York, Haitian ports and back from Port-au-Prince to New York.

Fares : \$75.

(43) **THE TRINIDAD LINE.** LONDON: Furness, Withy & Co., Ltd., Furness House, Leadenhall Street, E.C. 3 (Monument 2525). CANADA: 315, St. Sacramento Street, Montreal; 71, Upper Water Street, Halifax, N.S. NEW YORK: 34, Whitehall Street (Bowling Green 7800).

Route : New York to Basseterre (St. Kitts), St. John's (Antigua), Pointe-à-Pitre (Guadeloupe), Roseau (Dominica), Fort-de-France (Martinique), Castries (St. Lucia), Bridgetown (Barbados), Kingstown (St. Vincent), St. George's (Grenada), Port-of-Spain (Trinidad), Georgetown (British Guiana), and back calling at the same ports homeward.

Fares.	Ports.	1st Class.	Sailings.
Antigua (St. John's)		\$100	About every
Barbados (Bridgetown)		\$100	third week.
British Guiana (Georgetown)		\$120	"
Dominica (Roseau)		\$100	"
Grenada (St. George's)		\$100	"
Guadeloupe (Pointe-à-Pitre)		\$100	"
Martinique (Fort-de-France)		\$100	"
St. Kitts (Basseterre)		\$100	"
St. Lucia (Castries)		\$100	"
St. Vincent (Kingstown)		\$100	"
Trinidad (Port of Spain)		\$100	"

Duration of Ocean Voyage : New York to St. Kitts—6 days.

Size of Vessels : 4,600 to 5,200 tons.

(44) **THE UNITED FRUIT COMPANY.** NEW YORK: Pier 3, North River (Whitehall 1700). BOSTON: 201, Tremont Street (Main 1400). LONDON: Caribbean Steamships Agency, Ltd., Dashwood House, E.C. (London Wall 1665).

Routes ; I.—New York, Havana (Cuba), Port Antonio and Kingston (Jamaica), Cristobal (Canal Zone), Port Limon (Costa Rica), Cristobal (Canal Zone), Havana (Cuba) and New York (every Saturday in winter).

II.—New York, Kingston, Cristobal, Cartagena, Puerto Colombia and Santa Marta (Colombia), Kingston and New York (every Wednesday).

III.—New York, Santiago (Cuba), Kingston (Jamaica), Puerto Castilla and Tela (Honduras), Puerto Barrios (Guatemala), Belize (British Honduras), Puerto Barrios, Kingston, Santiago and New York (every other Saturday).

IV.—New Orleans, Belize (British Honduras), Puerto Barrios (Guatemala), Tela (Honduras), Puerto Barrios and New Orleans (every Friday to Tela and Puerto Barrios, and once monthly to Belize).

V.—New Orleans, Havana (Cuba), Cristobal (Canal Zone), Puerto Barrios (Guatemala), Havana (Cuba), New Orleans (every Saturday in winter).

VI.—New Orleans, Havana, Puerto Cortes, Havana, New Orleans (every Wednesday).

VII.—New Orleans, Cristobal, Port Limon (Costa Rica), Puerto Colombia, Bocas del Toro (Panama), Cristobal (Canal Zone), New Orleans (every Saturday). (Steamers call every alternate week at Port Limon and Bocas del Toro.)

Fares.	Ports.	From	From	Sailings.
		New York.	New Orleans.	
British Honduras: (Belize)		\$165	\$55	See above.
Cristobal: (Canal Zone).		\$145	\$100	
Colombia: Cartagena		\$145	—	
	Pto. Colombia	\$160	—	
	Santa Marta.	\$160	—	
Costa Rica: Port Limon		\$235	\$115	
Cuba: Havana		\$85	\$45	
Guatemala: Puerto				
	Barrios	\$145	\$70	
Honduras: Puerto Cas-				
	tilla	\$145	—	
	Puerto Cortes	\$125	\$85	
	Tela	\$145	\$70	
Jamaica: Kingston		\$102	—	
Panama (Bocas del Toro)		—	\$115	

Duration of Voyage: New York to Cuba—4 days. New York to Jamaica—5 days.

Size of Vessels: 5,000 to 8,000 tons.

(45) **WESTERN OCEAN STEAMSHIP CORPORATION.** NEW York: 80, Broad Street (Bowling Green 4685).

Route; New York to St. Thomas, St. Croix, St. Martin, Basseterre (St. Kitts), Charlestown (Nevis), St. John's (Antigua), Guadeloupe, Roseau (Dominica), Fort-de-France (Martinique), Castries (St. Lucia), Bridgetown (Barbados), Kingstown (St. Vincent), St. George's (Grenada), Port of Spain (Trinidad) and Georgetown (British Guiana), returning by same route to New York.

Fares.	Ports.	1st Class.	2nd Class.	Sailings.
St. Thomas		\$110	\$55	Fortnightly
St. Croix		\$110	\$55	"
St. Kitts—Nevis . . .		\$120	\$70	"
Antigua		\$120	\$70	"
Guadeloupe		\$120	\$70	"
Dominica		\$120	\$70	"
Martinique		\$120	\$70	"
St. Lucia		\$120	\$70	"
Barbados		\$120	\$70	"
St. Vincent		\$120	\$70	"
Grenada		\$120	\$70	"
Trinidad		\$120	\$70	"
British Guiana		\$145	\$84	"

Duration of Voyage : New York to Demerara—12 days.

FROM INDIA

(46) **THE NOURSE LINE.** LONDON : 122, Leadenhall Street, E.C.3 (Avenue 0886). CALCUTTA : Mackinnon, Mackenzie & Co., P.O. Box 163. RANGOON : Gillanders, Arbuthnot & Co., P.O. Box 168.

Routes ; Calcutta and Burma to Port of Spain (Trinidad) and other West Indian ports *via* the Cape.

Fares.	Sailings.
Rates on application.	Monthly

Duration of Voyage ; Calcutta, or Burma, to Trinidad—about 6 weeks.

Size of Vessels ; 7,700 to 9,500 tons deadweight.

SPECIAL CRUISES

During the winter months Elders & Fyffes, Ltd., the Harrison Line, the Jamaica Direct Line, the Royal Netherlands Steamship Company, the Compagnie Générale Transatlantique, the Hamburg-American Line, from the United Kingdom and Europe, and the Canadian National Steamships, the United Fruit Company, Furness Withy & Co., Ltd., the Munson Line, and The Western Ocean Steamship Corporation from North America offer special round tours at reduced rates by vessels on their regular mail routes.

Several companies organise special cruises from the United Kingdom and the United States in vessels of 20,000 tons and upwards.

APPENDIX II

AIR TRANSPORT SERVICES.

THE development of air-transport services for passengers and mails in the Caribbean area is making rapid progress. It is already possible for air-minded travellers to reach the West Indies, British and Dutch Guiana, British Honduras, Colon and the Spanish Main, and to tour those islands and countries by airplane.

The principal air-transport companies operating in the area are :

PAN-AMERICAN AIRWAYS Inc. 122 EAST 42ND STREET, NEW YORK. (Phone : Caledonia 2360.) Agencies in all the countries visited.

Principal Routes :

- (a) Miami (Florida) to Havana (Cuba).
Miami (Florida) to Nassau (Bahamas).
- (b) Havana to Camagüey and Santiago (Cuba), Port au Prince (Haiti), Santo Domingo, San Juan (Porto Rico), St. Thomas, St. John's (Antigua), Castries, (St. Lucia), Georgetown (British Guiana), and Paramaribo (Surinam), and thence to Pernambuco, Rio de Janeiro and Buenos Aires.
- (c) Havana (Cuba) to Mexico, Belize (British Honduras), Guatemala, Nicaragua, Porto Rico, Panama and Cristobal.
- (d) Cristobal to Cartagena, Barranquilla, Maracaibo, Curaçao and La Guaira.
- (e) Miami, Cienfuegos (Cuba), Kingston (Jamaica) and Cristobal.

Prospective passengers by these routes should make enquiries of the company's agents regarding periodicity of the services, fares, etc. The single fare from Miami to Havana is \$45 and that from Miami to Paramaribo \$384.

THE SOCIEDAD COLOMBO-ALEMANA DE TRANSPORTES AEREOS (" Scadta "). P.O. Box 203, Barranquilla, Colombia.

This company has a network of services in Colombia linking up the interior with the principal coast towns.

ISTHMIAN AIRWAYS, Inc. Cristobal and Balboa (Panama Canal Zone).

Regular sight-seeing and commercial services are maintained by this company between Cristobal and Balboa. They afford admirable opportunities for inspecting the Panama Canal.

THE COMPAGNIE GÉNÉRALE AÉROPOSTALE. Caracas, Venezuela.

Conducts a service between Ciudad Bolivar, La Guaira and Maracaibo (Venezuela).

CARIBBEAN AIRWAYS, Ltd. Kingston, Jamaica.

Holds a contract from the Jamaica Government for the carriage of outward mails to Cuba and the United States.

Negotiations are proceeding for the establishment of air-transport services in and to British West Indies by

ATLANTIC AIRWAYS, Ltd. LONDON: Avenue Chambers, Southampton Row, W.C.

APPENDIX III

Dollars to Sterling (4s. 2d. per Dollar).

Sterling to Dollars (4s. 2d. per Dollar).

	Dollars to Sterling		Dollars to Sterling		Dollars to Sterling		Sterling to Dollars		Sterling to Dollars		Sterling to Dollars	
	\$	STERLING	\$	STERLING	\$	STERLING	STERLING	\$ C.	STERLING	\$ C.	STERLING	\$ C.
.01	0 0 0½	11	2 5 10	48	10 0 0	d. I	0 02	£ 8	38 40	£45	216 —	
.02	0 0 1	12	2 10 0	49	10 4 2	2	0 04	9	43 20	46	220 80	
.03	0 0 1½	13	2 14 0	50	10 8 4	3	0 06	10	48 —	47	225 60	
.04	0 0 2	14	2 18 4	51	10 12 6	4	0 08	11	52 80	48	230 40	
.05	0 0 2½	15	3 2 6	52	10 16 8	5	0 10	12	57 60	49	235 20	
.06	0 0 3	16	3 6 8	53	11 0 10	6	0 12	13	62 40	50	240 —	
.07	0 0 3½	17	3 10 10	54	11 5 0	7	0 14	14	67 20	51	244 80	
.08	0 0 4	18	3 15 0	55	11 9 2	8	0 16	15	72 —	52	249 60	
.09	0 0 4½	19	3 19 2	56	11 13 4	9	0 18	16	76 80	53	254 40	
.10	0 0 5	20	4 3 4	57	11 17 6	10	0 20	17	81 60	54	259 20	
.15	0 0 7½	21	4 7 6	58	12 1 8	11	0 22	18	86 40	55	264 —	
.20	0 0 10	22	4 11 8	59	12 5 10	s. I	0 24	19	91 20	56	268 80	
.25	0 1 0½	23	4 15 10	60	12 10 0	2	0 48	20	96 —	57	273 60	
.30	0 1 3	24	5 0 0	61	12 14 2	3	0 72	21	100 80	58	278 40	
.35	0 1 5½	25	5 4 2	62	12 18 4	4	0 96	22	105 60	59	283 20	
.40	0 1 8	26	5 8 4	63	13 2 6	5	1 20	23	110 40	60	288 —	
.45	0 1 10½	27	5 12 6	64	13 6 8	6	1 44	24	115 20	61	292 80	
.50	0 2 1	28	5 16 8	65	13 10 10	7	1 68	25	120 —	62	297 60	
.55	0 2 3½	29	6 0 10	66	13 15 0	8	1 92	26	124 80	63	302 40	
.60	0 2 6	30	6 5 0	67	13 19 2	9	2 16	27	129 60	64	307 20	
.65	0 2 8½	31	6 9 2	68	14 3 4	10	2 40	28	134 40	65	312 —	
.70	0 2 11	32	6 13 4	69	14 7 6	11	2 64	29	139 20	66	316 80	
.75	0 3 1½	33	6 17 6	70	14 11 8	12	2 88	30	144 —	67	321 60	
.80	0 3 4	34	7 1 8	71	14 15 10	13	3 12	31	148 80	68	326 40	
.85	0 3 6½	35	7 5 10	72	15 0 0	14	3 36	32	153 60	69	331 20	
.90	0 3 9	36	7 10 0	73	15 4 2	15	3 60	33	158 40	70	336 —	
.95	0 3 11½	37	7 14 2	74	15 8 4	16	3 84	34	163 20	71	340 80	
I	0 4 2	38	7 18 4	75	15 12 6	17	4 08	35	168 —	72	345 60	
2	0 4 4	39	8 2 6	76	15 16 8	18	4 32	36	172 80	73	350 40	
3	0 12 6	40	8 6 8	77	16 0 10	19	4 56	37	177 60	74	355 20	
4	0 16 8	41	8 10 10	78	16 5 0	t. I	4 80	38	182 40	75	360 —	
5	1 0 10	42	8 15 0	79	16 9 2	2	9 60	39	187 20	80	384 —	
6	1 5 0	43	8 19 2	80	16 13 4	3	14 40	40	192 —	85	408 —	
7	1 9 2	44	9 3 4	85	17 14 2	4	19 20	41	196 80	90	432 —	
8	1 13 4	45	9 7 6	90	18 15 0	5	24 —	42	201 60	95	456 —	
9	1 17 6	46	9 11 8	95	19 16 0	6	28 80	43	206 40	100	480 —	
10	1 21 8	47	9 15 10	100	20 16 8	7	33 60	44	211 20	1000	4800 —	

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